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Director: Cat About Town Notorious Gossip

"I notice by a Ice House Street
item that the bulls have stopped
fighting the bears."

"Yes, they both have all they
can do, fighting the wolf at the
door."

"Three sailors were spending their
Easter leave in the country.
Presently two of them got into a
heated argument over what kind
of animal a heifer was."

"It's a sort of pig," said one.
"Not on your life," replied the
second. "It's a kind of sheep."

Finally they appealed to the
third member of the party.
"Bill," said the first sailor.
"What's a heifer—is it a pig or a
sheep?"

Bill scratched his head, non-
plussed. "To tell you the truth,
mates," he said, "I don't know
much about poultry."

At a christening a baby boy re-
ceived the name of Homer. In the
vestry afterwards, the clergyman
said to the father that he thought
it was the first time he had christ-
ened a boy with the name
"Homer."

"I suppose," he said, "that you
are a great Greek scholar?"
In reply the father said: "No, I
am a trainer of homing pigeons."

"Mother, have I been a good
boy?"
"Yes, darling, you have been
very good."
"And do you trust me, mother?"
"Certainly I trust you, dear?"
"Then why do you go on hiding
the jam?"

At home, all day, from sun to sun,
The local statesman struts—
But when he gets to Washington
How little ice he cuts!

As the ship was about to leave
Kowloon Wharf an old lady was
knitting on deck. "Cast off there,"
shouted an officer.

"Thank you, officer," said the old
lady tartly, "but I am quite capable
of doing my own knitting."

"What is Philip doing these
days?"
"Running a branch business."

"But who on earth buys
branches?"

"Isn't this rain a bit unusual
here in Hong Kong?" said the
tourist.

"Well," said the native, "two
rainstorms here are not accounted,
and three's a cloud."

"If one whim is a 'whim,' what
would you call a lot of them?"
"Whimmen."

"Skyscrapers are the men who
study the stars."

"If the British Isles were sub-
merged 100 fathoms, trade might
be helped in England, as the sand-
banks at the estuaries of the im-
portant rivers would be sub-
merged."

"An antiquarian is one who does
not drink water."

Mrs. Jones, up from the country,
sat in the front row of the au-
dience, waiting for the park band
to commence.

Presently the conductor motioned
the players to prepare, and the
trombone player began to tune up.
Mrs. Jones watched him for some
time, and then she sprang from
her seat, wrenched the trombone
from the player, and pulled it
apart.

"There ye are, lad," she said,
handing the startled musician the
two parts. "I see you bin having
a tussle with the instrument to get
it apart, so I thought I'd help ye."

OBITUARY

Mr. Arthur Henderson

London, Oct. 20.
Mr. Arthur Henderson, former
Foreign Minister in the Labour
Government, one-time leader of
the Party and the President of
the Disarmament Conference, a
man who has laboured to safe-
guard the peace of the world, died
to-day after a prolonged illness.

Born in Glasgow in 1863, but
moving with his family to New-
castle at an early age, Mr. Hen-
derson was an iron-moulder by
trade and worked with metal until
he entered the grimmer struggle of
politics, when he abandoned his
trade. He was a Liberal before
there was a Labour party.

In 1903, however, he won Bar-
nard Castle for Labour, and was
one of 11 Labourites in the House
of Commons. He rose rapidly in
the party and having been chair-
man of the Parliamentary group
from 1908 to 1910 and from 1914
to 1917 it was he who stood out
against Mr. Ramsay MacDonald
and supported national conscrip-
tion.

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the Coalition Cabinet in 1915, Mr.
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on labour questions.

From his activities sprang the
idea of a Ministry of Labour, the
foundations of which were la-
sed by him, though Mr. John
Hodge was the first minister, to
hold the post.

The presence of Labour in the
Coalition caused acute controversy
in the party, but when the Coal-
ition fell in 1915 and Mr. Lloyd
George took the reins, Mr. Hen-
derson entered the War Cabinet of
Five, without portfolio.

Then followed a period of ups
and downs. He clashed with the
Government over the interna-
tional Labour conference in Stock-
holm in 1917 and left his post in
the Cabinet. In 1918, although La-
bour returned 61 members to the
House, Mr. Henderson was not
among them. He was defeated
again in 1922 and 1923. But in
all these years he was returned at
a by-election.

After the 1923 victory, he be-
came Home Secretary of the
Labour Government. It was not
this time that he framed, with
Lord Parmoor, the draft of the
Geneva protocol for the settling
of international disputes by ar-
bitration and conciliation.

GREATEST WORK
But Mr. Henderson's greatest
work was done in the cause of
disarmament. He was working
for that ideal all the time. And
his work for the League of Nations
was untiring. It was Mr. Hen-
derson who was the strongest pro-
ponent of schemes to afford finan-
cial aid to states which were the
victims of aggression or threatened
aggression.

Known in Labour circles as
"Uncle Arthur," he was a genial
man with a solidity and tenacity
of character which kept him on
a moderate course. Even his
advocacy of disarmament was not
radical. At the League in 1930 he
demanded the reduction of land,
sea and air forces and he achieved
success in this direction by largely
assisting in the organization of
the Five Power Conference.

With the collapse of the hopes
of the Disarmament Conference,
of which he was President, Mr.
Henderson's health, which had
been anything but robust, broke
down very completely. That was
about a year ago. Since then he
had rallied and returned to his
labours for disarmament, but he
was not the same man. Two
months ago he went into hospital
in England, and it was then feared
that his condition was most grave.
Within a month it was realised

DIARY OF LOCAL EVENTS

TUESDAY, OCTOBER 22

Anniversaries and Holidays.—
Feast of St. Melion, Saxon Mis-
sionary and Bp. (311).

Cinemas

King's:—"Curly Top."
Queen's:—"Wings In The Dark."
Central:—"Tarzan And His Mate."
Oriental:—"The Mark Of The
Vampire."

World:—"Chinese Picture."
Alhambra:—"The Murder Man."
Majestic:—"Folies Bergeres."
Star:—"The Cuban Love Song."

Lectures.—Eng.-Cmdr. H. J.
White, R.N., and Surg.-Cmdr. G. L.
Ritchie, R.N., Brigade-Headquar-
ters, Tai Hang Road, 9 p.m.

Meetings.—Sanitary Board, 4.15
p.m.; Mamak Council, Police Li-
brary, 6 p.m.

Miscellaneous.—Rotary Tiffin,
Hongkong Hotel; V.D.M.A. Working
Party, St. Andrew's 4 p.m.

Rehearsals.—Hongkong Singers,
Union Church, Kennedy Road, 5.30
p.m.

Social.—Cheero Club Whist
Drive, 8.30 p.m.

Sports

Golf.—Royal Hongkong Golf Club
Ladies' Section Bogey Competition
(New Course).

Hockey.—Indian Police v. Royal
Navy (King's Park), 4.30 p.m.

Moon.—IX Moon, 25th. Day.
Sunrise.—6.22 a.m. Sunset.—5.53
p.m.

Tides.—High at 15.08 and 19.38.
Low at 12.13.

WEDNESDAY, OCTOBER 23

Anniversaries and Holidays.—
Feast of St. Verus, Bp.

Cinemas

King's:—"Thunder In The Night."
Queen's:—"Mr. Dynamite."
Central:—"Marianne."
Oriental:—"The Great Hotel Mur-
der."

World:—"Chinese Picture."
Alhambra:—"Welcome Home."
Majestic:—"Under The Pampus
Moon."

Entertainments.—Mme. Lottie
Gordon's Concert, St. Andrew's
Hall, 9 p.m.

Meetings.—Religious, Tao Fong
Shan Chapel, Bishop's House, 6
p.m.; Kowloon Union Church Wo-
men's Guild, 10 a.m.

Miscellaneous.—Claims against
the Estate of Miss Isabella Brown
Milne, due.

Social.—Cheero Club Social
Night; Seamen's Institute Whist
Drive, 9 p.m.; Tombola on board
R.M.S. Tamar, 7.15 p.m.

Sports

Hockey.—Hong Kong Brigade,
H.K.S.R.A., v. Lincolns (Shamshui-
po), 4.30 p.m.; Club 1st XI v.
Y.M.C.A. (King's Park), 5 p.m.

Tennis.—Army Championship
finals (Sookunpo), 4 p.m.

Moon.—IX Moon, 26th. Day.
Sunrise.—6.22 a.m. Sunset.—5.53
p.m.

Tides.—High at 6.25 and 19.52.
Low at 0.30 and 12.48.

THURSDAY, OCTOBER 24

Cinemas

King's:—"Thunder In The Night."
Queen's:—"Mr. Dynamite."
Central:—"Marianne."
Oriental:—"The Great Hotel Mur-
der."

World:—"Chinese Picture."
Alhambra:—"Welcome Home."
Majestic:—"Under The Pampus
Moon."

Moon.—IX Moon, 27th. Day.
Sunrise.—6.22 a.m. Sunset.—5.54
p.m.

Tides.—High at 3.49 and 19.30.
Low at 11.32 and 23.16.

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PARKING UNDERGROUND

Complex Problem Of Great Importance

The question of underground garages discussed in a recent article in The Autocar is of great importance at the present time to be allowed to sink again into the oblivion of lost opportunities by reason of the practical difficulties which have to be overcome. At intervals in the last ten or more years the subject has been raised and proposals have been put forward, but, perhaps, traffic conditions ruling at the time did not appear to justify an exhaustive examination of the possibilities which lie in the underground development of the squares in our big cities.

MAIN CAUSE OF PROBLEM

Not many months ago, when opening an up-to-date garage in London, the Minister of Transport remarked that when an ordinary motor car owner used the highway for parking his car he was putting out of public use land of a capital value of £20,000; and he said further that, not only was this abuse of the roadways the main cause of traffic delay and a frequent cause of accident, but also that, if we could eliminate stationary cars in the streets, London would be a comparatively easy city to travel in.

Mr. Frank Pick has stated that the losses of the London Passenger Transport Board through the delay and a frequent cause by car parking amount to no less than £1,000,000 per annum, and there can hardly be a person who uses the streets for business or pleasure who does not continually pay toll to the motorist who, for lack of any other space, is compelled to park his car by the roadside.

In the face of such facts as these, let us consider the difficulties which would have to be faced if the authorities were to decide to excavate the main squares in the West End of London, or in other cities, and provide parking at moderate charges.

The first thing to be considered is the expense, and every contractor is aware that it would cost nearly three times as much to build a car park with a capacity of, say, 500 cars below ground as it would to construct similar accommodation above ground. Few people realise the cost of excavation in a great city. Although the actual excavation is effected by mechanical means, the material has to be got rid of—first, on to a lorry, then (in the case of London) to a barge and, finally, to the North Sea. Here is a substantial problem and the next one for consideration is the structure to be created below ground.

ORIGINAL APPEARANCE

This is in the nature of a steel and concrete chamber, so cross-braced as to resist lateral pressure and yet with the roof-supporting stanchions placed far enough apart to enable cars to be manoeuvred. But not only have the stanchions to support their own roof; they have, in addition, to take the weight of perhaps a ten-foot over-burden of earth, for it is clear that there can be no justification for excavating a garden or square unless it is restored again to its original outward appearance. All this presents a problem in steel which can only be solved at great expense.

Now let us consider the economics of such an undertaking, for even the most enterprising city or borough council or traffic authority has its obligations to the ratepayer and the taxpayer. The fundamental weakness of even the most modern garage to-day lies in the waste space required for manoeuvring. "Wide open spaces" are essential to the efficient garage if it is of the normal, all-on-one-level type; and, unhappily, they amount to over 50 per cent. of the total space. Thus, a garage to hold 500 cars must actually have an area equal to a capacity of 1,000. But the motorist, naturally enough, rather objects to being asked to pay for all the dead space.

Will he use a car park if one is conveniently available? The attractions of the street are great, and the police, on the whole, a kindly tribe. But, after all, we use our cars for our own convenience; we are not entitled to ask other people to pay in time and money for that, and motor-

ists, being a reasonable, if sorely tried, community, probably would use a car park if they had not to go miles to find one.

Let us try to picture Hanover Square, London, as it would be if it were excavated and made into an underground car park. The road is clear of vehicles, an attractive waiting-room is at either end where the ramps run below ground, and at the far end, there is a ventilating shaft in the form of a cenotaph. Surely it is a more beautiful spectacle than is to be seen to-day, and it will be worth while considering if the difficulties cannot somehow be overcome, bearing in mind that Hanover Square is paralleled by many others in the Metropolis—Cavendish Square, St. James's Square, and Golden Square among them.

STOWING MORE CARS

Is it possible to get more cars into a given space than is done under garage practice to-day? Yes, by mechanisation. The vertical mechanised car park has been in operation in America for some years, and the horizontal mechanised car park must, sooner or later, come into operation here, for in no other way can we double the capacity of our car park and so derive a revenue which will bear some relation to the capital expenditure involved.

In his article in The Autocar on underground parks Mr. H. C. Lafone modestly stated that he awaited with interest the onslaught of those who will wish to "eat the idea" of pieces. Only on this question of revenue can his idea be seriously criticised, and mechanisation goes a long way towards meeting the difficulty.

Motorists contribute generously to the national budget, and the civic authority can be reasonably expected to contribute towards their difficulties. To restrict the entry of private cars to certain parts of great cities would surely be a retrograde step, and yet it is in serious contemplation. To anticipate the conditions of tomorrow and provide cars with reasonable facilities should be the aim of traffic authorities to-day, and in the underground, fully mechanised for park lies the solution of the problem.

ESTIMATED COST

The amenities of our squares and gardens must be preserved for the ratepayers, and this can be done most effectively by according, at the same time, consideration to the reasonable demands of the motorist. Competent authorities have estimated that the construction of a fully mechanised car park under such a site as Hanover Square would cost approximately £175,000, and have a capacity of 440 cars. To service the capital expenditure at 3 per cent. would require an annual payment of £5,250, and the revenue to be derived at an average charge of 1s. should be more than double this figure. Leaving, in my submission, an adequate margin for operation expenses.

The indirect gains from the installation of three or four such car parks beneath the squares of the West End would be incalculable, and it is surely reasonable that either a guarantee or a contribution from the Road Fund should be put at the disposal of the local authorities to enable them to make proper surveys and put plans in hand forthwith.

A DIESEL ENGINE

A Manchester firm have produced a new Diesel oil engine which draws a 14-ton car at a cost of a farthing a mile. A large number of orders has already been received.

The engine has been fitted in a Lagonda sports car with good results. An official of the firm said: "We are starting commercial production, and it will be a big thing for the works. Further experiments are necessary before we can make a similar will come in time."

"No magneto or coil is necessary. The oil is fired entirely by compression. For that reason a heavier engine is required, but further research, and tests will probably lower the weight."

Note.—The firm is Messrs. L. Gardner & Sons, Exeter.

MOTOR JOTTINGS

SPLENDID T. T.

British Four-cylinder Win

The Tourist Trophy has been won, and well won, by a British car, one of the new four-cylinder 14-litre Rileys, prepared and driven by F. W. Dixon. Its performance was altogether exceptional; so much so, in fact, that even now it has not shown its full capabilities, and once more it is demonstrated that a small four-cylinder engine can develop power far in excess of that which a few years ago was thought to be the limit of the type.

The race itself was run, by the greatest of good fortune, on one of the finest days there, had been in Northern Ireland for quite a long while, and that had a very considerable effect not only on the speeds of the cars but on the equanimity of the drivers. Except for the obvious superiority of Dixon's machine—something quite out of the ordinary—the handicap seemed in the result extraordinarily good, cars of various sizes and types figuring well up in the final order, and once again it was proved that seconds lost at a pit during refuelling or tyre changing can vitally affect the result. After some forebodings, the tyres stood the stress admirably. In spite of the fact that the non-slip surface specially provided for the road had, during the previous year, caused exceptional wear to the treads. So, happily, the elaborate mechanism set up by the R.A.C. to warn drivers of possible tyre trouble was not found to be necessary.

The disaster that overtook the cars of one team was caused by one of those troubles which occur from time to time, however much care is exercised, and which, of course, point to even more drastic and careful inspection of materials—incidentally among the most difficult things in the world to render fault-proof.

The R.A.C. are certainly to be congratulated on the success of this series of races, and their decision to confine the cars to machines without superchargers has been undoubtedly justified. It is possible that even more stringent methods of car inspection might prove to be beneficial, but this inspection is itself a problem so difficult that no two people can be found to agree as to what is exactly the best method of carrying it out.

WAGON TIPLER FOR CHINA

A special form of wagon tippler for use on the Lunghai Railway in China was recently constructed by a firm in Erith, Kent, as part of a complete coal handling and conveying plant, supplied by the company.

The tippler is designed to handle wagons having a maximum capacity of 40 tons, and as the wagons weigh about 13 tons the tippler is rated nominally as a 60-ton machine. It is required to deal with 40-ton trucks at the rate of 10 per hour, or 20-ton trucks at the rate of 20 per hour, although it will handle the larger trucks at the rate of 20 per hour if necessary, giving a total capacity of 800 tons per hour.

Note.—The firm is the Fraser & Chalmers Engineering Works of the (British) General Electric Co.

ARE THEY ILLEGAL?

On many of our classified roads where they enter built-up areas there is a "30" disc on the left of the highway and a "de-limit" bar on the right. In some cases there are double-sided signs on both sides of the road, but these are found as a rule, only on the big thoroughfares. The question is: Are the "single" limit signs legal? It would seem that they are "not" and, if that be so, the further question arises: Can a motorist be properly convicted of exceeding a limit which is not indicated in the correct way?

Under Section 2 (a) of the Traffic Signs Directions issued by the Minister of Transport "on May 20th last" it is laid down that "a sign of the type illustrated in diagram 1" (the ordinary "30" sign) "shall be erected 'on both sides of the road' . . . on classified roads. From this it certainly appears that a very large number of our roads are not legally marked. It would be interesting to have this point raised in a defence to a speed limit prosecution, and to learn the views of magistrates upon it.

MOTOR NOTES FROM GREAT BRITAIN

Five Miles A Minute!

The Bonneville Salt Flats, Utah, are already assured of an important place in the history of motor speed records by the successes of three separate British drivers John Cobb, George Eyston and Sir Malcolm Campbell. The latter has broken the World Land Speed Record no less than 9 times since his first attempt in 1924, and in that period the figure has risen from 146.16 to 301.13 m.p.h.

It is understood that on the latest occasion "Blue Bird" was equipped with a photo-recording apparatus, so that a continuous record was obtained of the instrument readings during the historic run, and in this way it was possible to secure valuable data.

The weight of the car was nearly 5 tons, and it has been calculated that about 90 per cent of the 2,350 B.H.P. output from the Rolls-Royce 12-cylinder supercharged aero engine was required to overcome wind resistance.

DISCRIMINATING OWNERS

Those who maintain that the day of the luxury car is over must revise their ideas in accordance with actual facts. Last year models for no less than 320 cars were built at the Hooper works at Acton, most of the chassis being of either Rolls-Royce or Daimler make.

When the cost of a complete car of this class is considered, it will be realised that the turnover thus represented means a large volume of opinion in favour of the luxury car.

THE OIL INDUSTRY

A survey of the present position of the oil industry which appeared in "The Times" recently included a number of impressive facts. For instance, Great Britain leads other European countries compared with France's 2,460,000 tons.

It was pointed out that motor transport is of the greatest social significance and should be encouraged, not repressed. In particular, it should not be regarded as the enemy of railway transport. The railways take burdens which the roads could never assume, while the motor car does what a train could never do. Each is essential to the national economy, and legislation should be directed to their point maintenance.

The prefacing of the Diesel engine, rightly described as the most efficient power unit known, marks another stage in the oil industry's rapid progress.

A SIGNIFICANT APPOINTMENT In this connection an appointment made by an important oil company is of interest. Mr. Sidney Amos, M.Eng., who was been practising as a Consulting Diesel Engineer, has recently joined the staff of Germ Lubricants Ltd., of London.

A Master of Engineering of London University, with considerable experience in the installation and operation of stationary and marine Diesel engines, Mr. Amos was with a well-known English engine builder and also with a Continental company before he commenced as a consultant. The firm he has now joined has a far-reaching experience of Diesel engines of all kinds, including compression ignition engines for road vehicles.

LONDON "GOING OILER"

It has recently been announced that no more petrol-driven buses or coaches are to be purchased by London Transport, and it is estimated that within 10 years the whole fleet will be composed of "oilers." At present about 850 are in operation.

This announcement gives point to the further order for 80 A.E.C. "Q"-type single-deck placed last month, making 180 of this type of vehicle ordered by the Board within a year. All will be powered

by the A.E.C.-Ricardo oil engine.

During August the same makers received an order for 200 six-wheel trolley bus chassis in connection with the big scheme for converting some 90 miles of tramways in the metropolitan area to trolley bus operation.

Eleven A.E.C.-English Electric trolley bus chassis are to be constructed for early service in Johannesburg; part of the city's transport scheme which is scheduled for completion in time for the opening of the big exhibition there next year.

AN ELECTRIC RAILCAR

The product of a concern well-known for the manufacture of trolley buses, a novel Ransomes electric railcar has recently been completed at the Ipswich works. Designed to carry 12 passengers or a ton of goods, it runs on a standard gauge track and can be operated from either end.

Being battery-driven the fire risk is almost negligible, and, in fact, "safety first" principles loom large in its design. A brake is provided on the end of each driving motor and these are arranged to be normally "on." It is impossible to start the car until the brake has been released, and if any accident should happen to the driver, the supply of current is instantly broken, and the brakes are automatically applied.

A PROVED SUCCESS

The Leyland hydraulic torque converter is proving increasingly popular amongst bus companies as well as in the municipal world. In the latter field it is noteworthy that 91 per cent of the orders for passenger vehicles placed by British municipalities with the company during the last 4 months specified this unit. Overseas Pretoria and Johannesburg already have fleets of over 20 in service.

READY RESPONSE

The Minister of Transport's recent remarks favouring the early elimination of horse-drawn traffic have attracted widespread attention, and as the largest users of horse transport in Britain, the great railway groups are intimately concerned.

It is instructive, therefore, to learn that, during August orders were placed by the home railway companies with Scammell Lorries for 258 mechanical horse motive units and 538 trailers, making the total orders placed by this important section up-to-date 1,880 motive units and 3,250 trailers, fitted with the Scammell patent automatic coupling gear.

ADJUSTABLE STEERING WHEELS

When I come to buy my next car the deciding factor will be whether it has an adjustable steering wheel or not, writes a correspondent. The new Blumel adjustable wheel is being supplied on several of the 1936 models and sooner or later, no doubt, it will be standard on many more. Its need is obvious, especially in cases where a car used by several members of a family. Recently I did a little practising what we preach and rearranged my driving seat so that I could see out of the front window very nicely, a though it felt like driving a taxi. Then the lady who usually sits on my left, but who of late has insisted on sitting on my right occasionally, wanted to take the car out. The new driving position did not suit her at all, so out came the packing and we are now where we were before. An adjustable steering wheel would give us both what we want. There is a man "in our avenue" who, because he has such long legs, always looks as if he were singing tenor in the village choir: a Blumel wheel would cure his troubles and those of a little gentleman in the next road who always seems to be cuddling the steering wheel. An adjustable steering wheel is as logical as an adjustable throttle, yet it has taken car manufacturers all these years to realise it.

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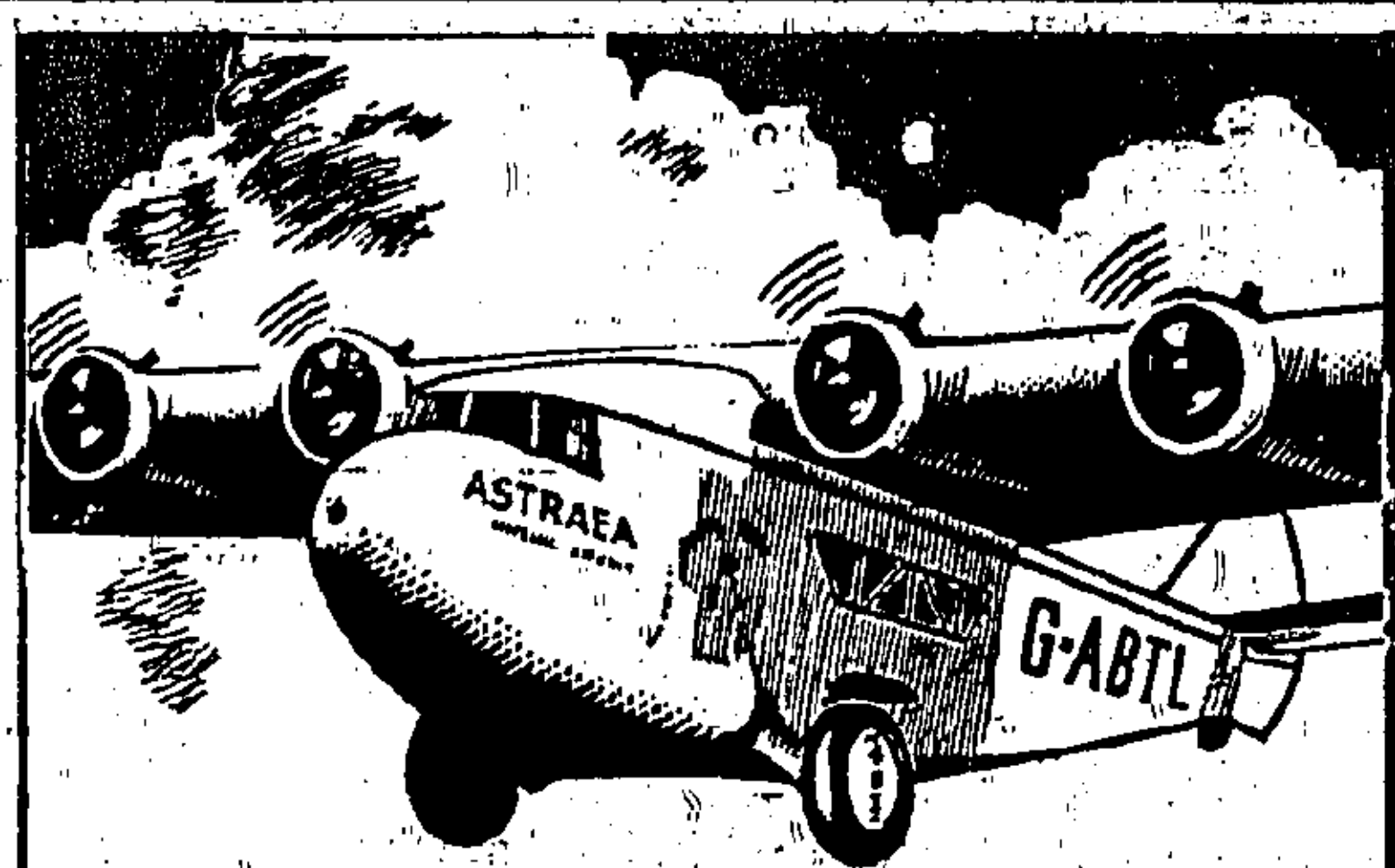
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NIGHT FLYING

Shanghai-Nanking Air Service

Nanking, Oct. 8. Night flights between Nanking and Shanghai on Wednesdays and Saturdays are being planned by the Eurasia Aviation Corporation. The flights will be made by the JU 52 tri-motored airplane recently purchased from Germany.

This airplane, it will be noted, is on the regular run between Shanghai and Chengtu via Nanking, Chongchow, Sian, and Hanchung. The Shanghai-Chengtu trip is made in one day. Leaving Shanghai on Tuesday, the airplane reaches Chengtu the same day, and returns to Shanghai on Wednesday. It also leaves Shanghai for Chengtu on Friday, and returns on Saturday.

PUBLIC INTEREST

The Shanghai-Chengtu air service is growing in favour with the public. In view of the fact that the route lies across varied historic and scenic areas.

On returning from Chengtu to Shanghai every Wednesday and Saturday, it is planned, the airplane will make the Nanking-Shanghai section of the trip by night. Facilities for night flights, including a powerful beacon, are to be installed at the Lunghua Aerodrome.

ROAD CONDITIONS

An important point: Out of 1,500 accidents, "road conditions" are given as the main cause in only eight cases. There is no doubt that road conditions, in the broadest sense, were to blame ten times as often. To take one example, we found that 127 cyclists were killed cross-roads or road junctions. Are not such places—al too often blind and utterly unsuited to modern traffic—properly classified under "road conditions?" Merely to count in this category surface that may be slippery or badly pot-holed is ridiculous.

Has it, we wonder, ever occurred to Mr. Leslie Hore-Bellish that the road casualty lists to which he gives such great publicity week by week are about the worst possible testimonial to successive Governments, and especially to his own Ministry? Every list that is blazoned abroad makes one wonder how many victims' lives would have been saved if the roads had been modernised to keep pace with traffic requirements. Instead of "getting a move on," our rulers talk with magnificent grandiloquence of Five-Year Plans. It is months since this flood oratory first began to flow, but what evidence have we that there is action behind the spate of words?

We know that it is not the Minister of Transport's business in "initiate great schemes of road building, but it is" his duty to see that those schemes are prepared by the 1412 authorities who are supposed to look after our highways. And, if he cannot get them to move, it is his duty to make himself thoroughly unpleasant to his colleagues in the Government until such time as he is granted the power to "force" the local authorities into action. Five-Year Plans in pigeon-holes in Whitehall desks are about as useful in the saving of life on the roads as are the prophecies said to be readable by running a foot-rule over the Great Pyramid.

This we can tell Mr. Hore-Bellish: the weekly toll of the roads will continue, and, with the increase in traffic, it will grow, so long as the presents system persists of expecting fast-moving traffic to travel safely on highways designed for the vehicle speeds of fifty years ago.

REPAIR WORK STARTED

Chengchow, Oct. 1. Work for the repair of the Yellow River breached dykes at Tungchung in western Shantung will be started in a week's time, according to Mr. Kung Hsiang-yung, Vice-Chairman of the Yellow River Conservancy Board and concurrently member of the Standing Committee of the National Water Conservancy Commission, who arrived here yesterday from Kaitung, provincial capital of Honan.

WHY NOT THREE DOORS?

The Old Number

For some not very obvious reason car designers always seem antagonistic to unsymmetrical fittings. Perhaps it is for this reason that a saloon body with three doors has not been standardised. There have been open two-seaters with a single door, saloons and open cars with two doors, and, of course, the normal four-entrance type.

This is the more curious because the three-door arrangement would have many advantages, and since only one-side of a car is visible at a time it would not impair the appearance of the car. After all, no one seems to object to a single filling orifice to the rear tank, or a steering wheel mounted well over to the right, though both these features are unsymmetrical and, in the case of the fuel filler, at any rate, its duplication would be a distinct advantage. It is already used on Renault and Citroen cars, for example.

However, turning to the question of three doors, a reader of "The Autocar," Mr. S. W. Nobbs, of Norwich, raises the discussion, putting forward the following advantages in favour of the odd number. Three doors would, he claims, combine ease of entrance and exit for the driver, with a wide giving fuller side vision than is possible with the four-door type. It is also suggested that production costs could be slightly less than for a full four-door saloon body.

It would seem that Mr. Nobbs is not alone in his opinion, since he has taken the trouble to submit it to a number of fellow motorists, and forwards us a list of about 120 signatures in favour of the design.

It would be interesting to hear the views of readers on this subject, since there is nothing mechanically or commercially unsound in the suggestion, and only possibly its very simplicity and obviousness have prevented its previous raising.

NOT ORIGINAL

The idea is not quite original, for "Cooper's Vehicle Journal" in 1920, when an associate journal of "The Autocar," published the plans of a three-door saloon, but in that case two doors gave access to the rear seats only, and one, on the near side, to the front compartment.

Such an arrangement would, of course, be chiefly of benefit to the smaller type of saloon car, where considerations of wheel-base limit door width of two entrances are to be provided on each side. There are, of course, other ways out of the difficulty, one of which is put forward by another reader, Mr. Charles Pryor, of Tunbridge Wells. This reader has designed, and provisionally patented a door opening either to the front or to the rear. This is achieved by a set of hinges placed on each side of the door, and so arranged that the hinge pins may be disengaged from their sockets above and below the door by the operation of a central lever or handle. As each set of hinges disengages in opposite directions it is impossible for the door to be lifted from its hinges. When the door is closed the hinge pins are in mid position, and the door is therefore automatically locked. It is possible that the use of such a door would be possible in conjunction with a three-door design, thus obtaining all the advantages of a wide entrance for the driver, full vision to the right side, and a separate means of entrance for rear-seat passengers. A door which opened "both ways" was exhibited at the Paris Salon a few years back.

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LOCAL MAPS

Peak District,
Kowloon,
Victoria,
New Territories.

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TO-DAY'S RADIO PROGRAMME

Broadcast by Z.B.W.
On 355 Metres

12.30 to 2.10 p.m.—European programme

12.30 p.m.—Recorded Music.

1 p.m.—Local Time and Weather Report.

1.30 p.m.—Reuter Press Bulletins, Rugby Press News, etc.

1.40 p.m. (Approx.)—A Relay of the Rotary Club Timin Speech from the Hong Kong Hotel

Root Garden, Mr. C. C. Felham H.M. Trade Commissioner in Hong Kong on "The Outlook on Trade"

2.10 p.m.—Close Down.

4 to 7 p.m.—Chinese programme.

7 to 11 p.m.—European programme

7 to 7.33 p.m.—Symphony No. 3 in F Major (Brahms, Op. 90).

7.33 to 8 p.m.—

Light Orchestral Selections

Songs Everybody is Singing.

Memories of Horatio Nicholls.

Roberta—Selection.

Sweet Adeline—Selection.

Silly Symphonies.

8 p.m.—Local time and weather report, closing local stock quotations.

8.05 to 8.30 p.m.—

From the Studio

A Jazz Piano, Recital by Bill Cameron.

A Recital by Derek Oldham (Tenor)

8.30 to 8.45 p.m.—

1. Homing (Del Riego).

2. Still as the Night (Bohm).

3. Medley.

8.45 to 9 p.m.—

Band Music

Pas Des Cymbales (Chaminade).

Air de Ballet; Calliope (Chaminade).

Lynwood—March (Hume).

Prairie Flower—March (Hume).

9 to 9.15 p.m.—A Relay of the Davenport News, Bulletin (Copyright by Reuter).

9.15 to 9.30 p.m.—

Four Songs by Hildegard.

I Believe in Miracles.

Listen to the German Band.

For Me, For You.

Darling, Je Vous Aime Beaucoup.

9.30 to 10 p.m.—

From the Studio

Nura Kanis—Piano.

Conrado de la Cruz—Violin.

F. Gonzalez—Violoncello.

1. Trio—No. 4 in G Major—Haydn.

2. Cello Solo—"Cantilena"—Gottschalk.

3. Violin Solo—"Andante No. 4"—Lalo.

4. Piano Solo—"Rondo"—Hummel.

10 p.m.—Big Ben: Reuter Press Bulletins.

10.05 to 10.30 p.m.—

A Variety Programme

Song—Love is Everywhere (from "Look Up and Laugh").

Leslie Hutchinson.

Organ Selection from "Sweet Music"—Reginald Dixon.

Song—Rehearsing a Lullaby—Les Allen (Baritone).

Quartet—I Heard—The Four Crochets.

Hawaiian—Honolulu March—Frank Ferera and John K. Paaluh.

A Waltz Medley by Harry Roy's Tiger-Ragatons.

Song—Don't You Ever Fall in Love—Alleen Stanley.

10.30 to 11 p.m.—Dance music.

11 p.m.—Local time close down.

BERLIN PROGRAMME

8.45 p.m.—Call DJB, DJN (German, English).

German Folk Song.

Programme Forecast (German, English).

10 p.m.—Children's Hour:

Plays in Autumn with Kites.

10.30 p.m.—News in English

10.45 p.m.—Musical Variety Hour.

11.45 p.m.—News in German.

12 midnight—Concert of Light Music.

1 a.m.—News in English.

1.15 a.m.—Close DJB, DJN (German, English).

RADIO MANILA

6 p.m.—Dollar S.S. President McKinley Orchestra.

6.30 p.m.—Spanish Informational Period.

6.40 p.m.—English Informational Period.

6.55 p.m.—Stock quotations, through the courtesy of Swan, Culbertson and Fritz.

7 p.m.—Radio Shopper.

7.15 p.m.—Mapa High School String Ensemble.

7.30 p.m.—The Radio Scamps from Out of Nowhere.

7.45 p.m.—The Town Crier—A Quarter Hour of Spanish Melodies.

8 p.m.—Philippine Chamber of Commerce Broadcast.

8.30 p.m.—Cystex Newspaper Adventures—A Breath of Hollywood.

8.45 p.m.—Stock quotations and local market reports.

AMERICA'S VIEW

Voice On The Side
Of Peace

(Special Air Mail Service)

London, Sept. 30.

Mr. Eastwood, returning from a visit to the United States, where men of all parties are following with keen interest every phase in the European situation, I have been surprised to find little, if any, reference to the pregnant statement of Secretary of State Cordell Hull, made at Washington on Sept. 12.

Mr. Hull was replying to the appeal for maintenance of peace between the signatories of the Kellogg-Brand Pact, and said, inter alia:

"Under the conditions which prevail in the world, to-day a threat of hostilities anywhere cannot but be a threat to the interests—political, economic, legal and social—of all nations.

Armed conflict in any part of the world cannot but have undesirable and adverse effects in every part of the world. All nations have the right to ask that any and all issues, between whatever nations, be resolved by pacific means. Every nation has the right to ask that no nations subject it and other nations to the hazards and uncertainties that must inevitably accrue to all from resort to arms by any two."

ACCORD WITH BRITAIN

Could the Secretary of State of a great country, which not a member of the League, endorse more definitely the present attitude of the British Government towards the Italo-Ethiopian dispute?

A dozen visits to the States in 21 years provided an opportunity for probing and perhaps discovering the American mind. "I was in the country in the fateful days of 1914, just after the war clouds in Europe had burst. Then, among the rank and file, there was an almost complete detachment. The Americans were watching, almost casually from a distance, an event with which they felt they had little concern—except, perhaps, as an intriguing diversion.

Now, 21 years later, the popular attitude towards Europe's affairs seems to have changed entirely. In September, 1914, the public were divided in their sympathies: the majority were genuinely neutral. Now there is not only a general demand for intelligence, but a general conviction that America's voice should be heard on the side of reason and peace.

PROPHETIC WORDS

To what may this revolution be attributed? Possibly to a growing feeling that the value of a Covenant which President Roosevelt, when holding office in Mr. Wilson's Administration, had some share in framing, is about to be vindicated. Possibly because Americans have reminded themselves that Mr. Wilson, on Sept. 4, 1919, when he began his Western tour on behalf of the League, said:

"The harness that it to unite nations is more necessary now than it ever was before, and unless there is this assurance of combined action before wrong is attempted, wrong will be attempted just as soon as the most ambitious nations can recover from the financial stress of the war."

And then the next day Mr. Wilson had told his countrymen:

"It is our business to prevent war, and if we do not take care of the weak nations of the world there will be war."

These prophetic words were spoken after, and not before, the United States had gone through the fiery furnace. Mr. Hull is but repeating them, and their significance has not gone unrecognised in the great English-speaking Republic.

CEMENT RAILWAY SLEEPERS

Nanking, Sept. 28.

The substitution of cement railway sleepers instead of wooden sleepers, has proved satisfactory after trials made by the Tientsin-Pukow Railway under instructions from the Ministry of Railways.

The cement sleepers were invented by a Chinese cement works. If further experiments confirm the trial tests, cement sleepers will in future be used for all Government railways.—Kuo Min.

9 p.m.—Radio Crusaders, conducted by Bernie Nolasco.

9.30 p.m.—College Harmonizers conducted by Kils Tablante.

10 p.m.—Popular Tunes and Requests.

11 p.m.—Sign off.

LORD E. MONTAGU CONVICTED

Prison For Theft
And Forgery

(Special Air Mail Service).

London, Sept. 30.

Sentence of nine months' imprisonment was passed by Judge Dodson at the Central Criminal Court yesterday on Lord Edward Montagu, 29, son of the Duke of Manchester, who was found guilty on an indictment charging him with the theft and forgery of a cheque for £17 0s. 7d., drawn payable to Mrs. Violet Van der Elst, of Addison Road, W., to whom he had acted as secretary.

Mr. J. F. Eastwood, M.P., and Mr. J. E. M. Gunning were for the prosecution; and Mr. John Maude and Mr. Phipps were for the defence.

It was said by the prosecution that the counts in the indictment referred to a cheque for £17 0s. 7d. drawn by a firm of bookmakers in favour of Mrs. Van der Elst.

The jury were absent from the Court considering their verdict for about 10 minutes.

When the foreman pronounced the defendant guilty on all of the counts, Mrs. Van der Elst rose from her seat in the well of the Court and exclaimed: "May I say something? May I beg for leniency, please?"

A police-sergeant told her to sit down, and she resumed her seat.

Mr. Eastwood said that Mrs. Van der Elst wished him to say that she still looked upon Lord Edward Montagu as a person for whom she had pity.

"She wishes me to say that she still holds that view, in spite of the attack made upon her," said Lordship. "It may change your Lordship's view of this young man, and it shows the late large mind of Mrs. Van der Elst."

SEARCH FOR EMPLOYMENT

Mr. Phipps, for the defendant, said that after leaving a well-known public school he found a difficulty in getting employment.

"It may be," said counsel, "that his name was in some way responsible for that. He went to Canada, and there he married. He came back to this country about 18 months ago, and tried to get jobs, but he was extraordinarily unsuccessful.

"Early this year he joined the Foreign Legion. It was only when representations were made from some quarter in this country that the Foreign Legion rejected him, and he was sent back.

"He had a sum of money under a will, but that was mortgaged, and at the time of this offence he had no money at all. No doubt there were very strong temptations. His future prospects will be for him to change his name, or something of that sort."

Judge Dodson, in passing sentence, said it was extremely painful to see a young man like Lord Edward Montagu in that position. He was not unimpressed that an appeal had been made on his behalf by Mrs. Van der Elst.

"I could overlook this offence," said the Judge, "nobody in the world would be more anxious to do it than I; but a signature to a document is a defenceless thing, and the law must protect it in the interests of individuals and the commercial integrity. While one can always make allowances for offences committed on the impulse of the moment, forgery requires premeditation and careful execution, and for that reason it cannot be regarded as the case of a man yielding to sudden temptation. You are young, and I dare say that life has been difficult for many reasons, but I have a duty to perform towards the public and the least sentence I can pass upon you is one of nine months' imprisonment."

Lord Edward bowed to the Judge and left the dock to go below.

FIRST ALL-BRITISH £80 PLANE

(Special Air Mail Service)

London, Sept. 30.

The first all-British "baby aeroplane" licensed in this country and made by an amateur will be on view in a field at Prospect-road, Longwood, near Huddersfield, on Sunday afternoon.

Following closely the design of M. Henri Mignet, the French inventor of the "Flying Flea," it has been built by Mr. Cyril F. Brooke, of Farnworth, Huddersfield, with the assistance of two other young men, at a cost of £80.

It has a Scott motor-cycle engine made at Shepley, a cruising range of 300 miles, flies 42 miles per gallon of petrol, takes off in

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FRIDAY, OCT. 25, 1935

COMMENCING AT 10 A.M.

CONTINUING AT 2.30 P.M.

and

SATURDAY, OCT. 26, 1935

COMMENCING AT 10 A.M.

AT "MARBLE HALL" PRIVATE HOTEL Nos. 18, 15 and 17 OBSERVATORY ROAD, KOWLOON

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ON VIEW FROM THURSDAY, THE 24TH OCTOBER, 1935.

TERMS:—CASH ON DELIVERY.

LAMBERT BROS.,
AUCTIONEERS

COUNT FELIX VON LUCKNER

(Special Air Mail Service)

London, Sept. 30.

Count Felix von Luckner, who is reported to be coming to London to attend a naval banquet with Lord Jellicoe and Lord Beatty, had an extraordinary career even before the war. The son of an aristocratic, German family, he ran away from home to become a lower deck hand in cargo ships, and roughed it all round the world for several years. Finally he became ambitious, and by sheer merit won a commission in the Imperial Navy.

Late in 1916 he took command of the captured American clipper Pass of Balmaha, which was rechristened Seadler. He slipped through the British blockade into the Atlantic and sailed south, rounding Cape Horn in April and appearing off Christmas Island in June. On July 8 Seadler sank her fourteenth and last ship of a 30,000-mile voyage which lasted 224 days. On August 2 she was wrecked on a reef on Mopelia Island. Von Luckner and five survivors made a journey of 2,300 miles, lasting twenty-eight days, at the end of which they were taken prisoners and gaoled in Fiji. They were transferred to an island outside Auckland, from which they escaped, only to be recaptured, and they remained on the island until the Armistice.

Count von Luckner is a born adventurer, with a breezy, daredevil manner. If he makes a speech at the banquet it is not unlikely that it will be interlarded with odd expletives. He has an extraordinary collection of them, all nearly related to vulgarisms but all just dodging the improper.

110 yards, attains an altitude of 3,000 feet in 15 minutes and alights in 100 yards at 20 miles per hour.

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CINEMA TRADE NOTICES

MR. DYNAMITE

Edmund Lowe resumes the w-se-cracking and last-romancing that has made him famous, in Dashiell Hammett's newest screen story "Mr. Dynamite" opening to-morrow at the Queen's Theatre.

Lowe portrays the role of a dynamic detective who solves a series of baffling murders in one of the biggest cities in America. The film produced by Universal contains some of the most unique situations ever written. It is a murder mystery story. Elaborately produced and cleverly directed by Alan Crosland, one of Hollywood's "ace" megaphones, "Mr. Dynamite" boasts an array of beautiful sets, including a gambling establishment, which is patterned after the famous Casino at Monte Carlo. Much of the action takes place in the beautiful and costly mansion of a celebrated concert pianist who is murdered while playing the organ in his home.

This picture serves to introduce Jean Dixon, noted Broadway stage star, who begins a long term contract with Universal with this production. It also marks the biggest screen role to date for Verna Hillie, newest Universal contract player and the American screen return of Victor Varconi, popular silent screen star.

CURLY TOP

From the dull and drab life of a small town orphanage to a sunny, palatial mansion in Southampton, adequately sums up the quick rise to luxury and happiness enjoyed by Shirley Temple in her new picture "Curly Top," now at the King's Theatre.

In this new Fox film comedy-drama with music, Shirley, along with Rochelle Hudson, who portrays the role of her big sister, are adopted by John Boles and taken from an orphanage to his palatial summer home.

Shirley and Rochelle enter upon their new life with all the joy of two youngsters in a dreamland of happiness. Shirley's new-found happiness blossoms forth into laughter, song and dance and soon her charm and childish pranks from the foundation of a delightful romance between John Boles and taken from an orphanage to his palatial summer home.

In "Curly Top," Shirley's talents are given full sway and audiences will come under her enchanting spell when she sings "Animal Crackers in My Soup" and "When I Grow Up."

John Boles sings two of the hit numbers in the film. They are "It's All So New To Me" and the theme number, "Curly Top." Rochelle Hudson, who makes her singing debut in this picture, sings "The Simple Things in Life."

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IT'S HER HAPPIEST PICTURE!



LOUIS-BAER TITLE BOUT FOR "THUNDER IN THE NIGHT" PICTURE

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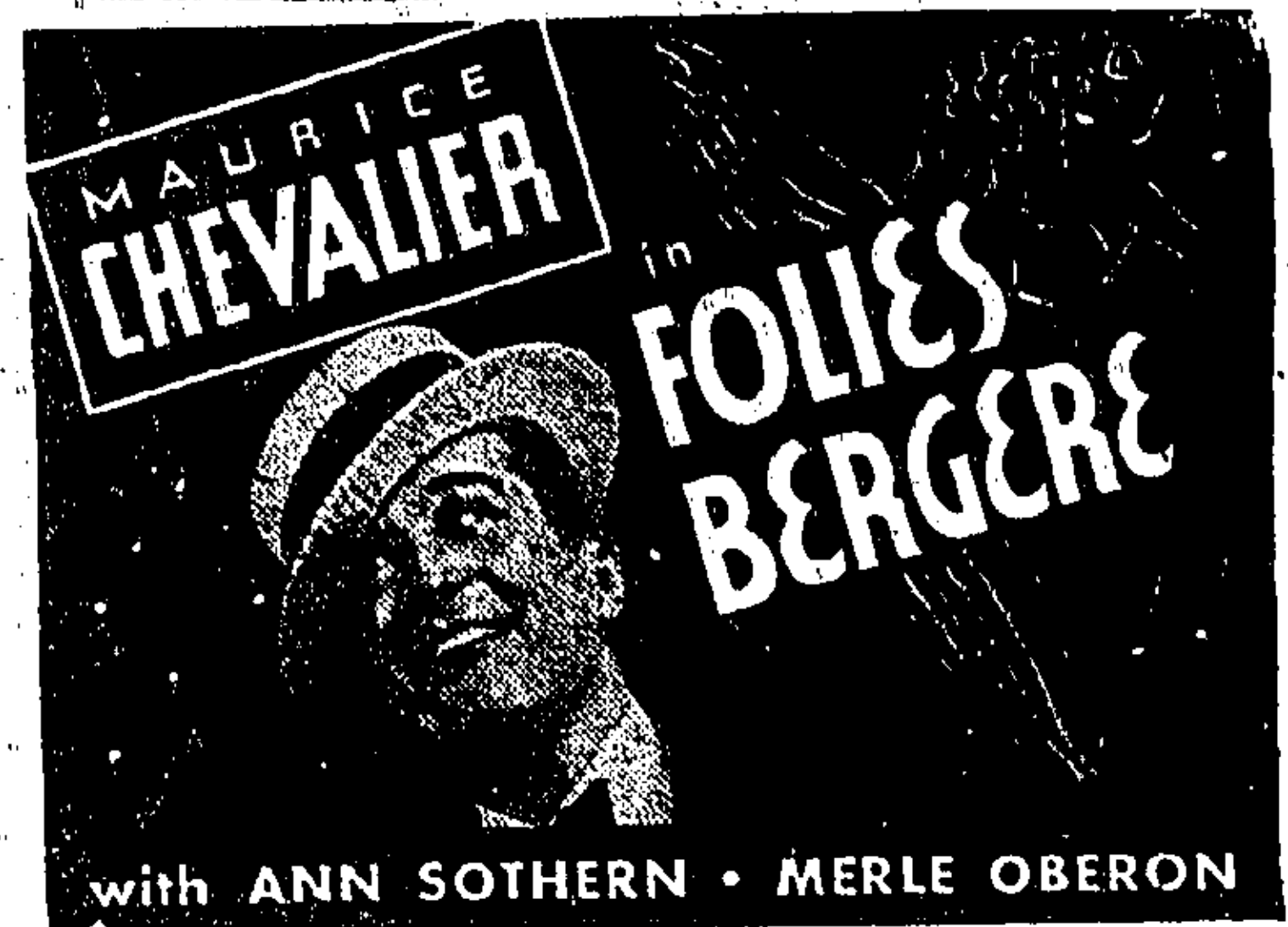


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SHOWING TO-DAY

MAJESTIC THEATRE

At 2.30, 5.20, 7.20 & 9.20 P.M.



Coming UNDER THE PAMPUS MOON

THE FILM WORLD

British Studios Attract The Stars

Mary Pickford May Appear Again

(Special Air Mail Service)

London, Sept. 30. The captains and the queens of cinema are descending upon London in ever-increasing multitudes. Mr. Sidney Kent has come to elaborate the plans of Fox-Twentieth Century, who propose to spend a million on British-made films next year. Mr. Jesse Lasky, than whom there is no more intelligent and colourful personality in the whole film business, has announced his partnership with Miss Mary Pickford, with whom he will make a picture at Denham (London Films' new studios) in May next. The film will be "Casanova," starring a new discovery, Nino Martinez, a tenor whom Mr. Lasky says he discovered, lost, then found again—on the radio set in his car.

Naturally, one of the first questions put to him was—Will Miss Pickford appear on the screen once more? His reply, "Perhaps—If she can find a story suitable to her present age, appearance, and personality," was only to be expected.

MORE CRITICAL PUBLIC?
Mr. Lasky is delighted at the emergence of British films from obscurity to world prominence. He has some complimentary things to say about Mr. Alexander Korda and his position in Hollywood's esteem (Mr. Korda is now on the board of United Artists) and some interesting things about picture production.

The public, he avers, is now grown sharply critical. Its interest in films has grown to a point where it can actually "sense" a good film before it has been shown. This is proved by receipts at New York premieres, which show a remarkable discrepancy between a first-rate first night and an indifferent one. The closest attention is being paid to British tastes—witness "Copperfield," "Bengal Lancer," "Clive of India," and the "Tale of Two Cities" and "Mutiny of the Bounty" yet to come. The latter picture cost £400,000, and M.G.-M. rely on recovering the bulk of its production costs from Britain.

Sixteen months ago very few big American stars would have unequivocally assured the press that they wanted to make British pictures. To-day there are few who will not. By way of exchange, Miss Jessie Matthews and her husband soon leave for Hollywood. She will play opposite Robert Montgomery, with Clifton Webb as her dancing partner.

AT THE FOX STUDIOS
I paid a brief visit to the Fox Studios at Wembley last Monday, writes a correspondent. Fox are the first of the quota-makers to realise that the £6,000 "quota-quickie" is not good enough. They are now spending a great deal more time and money on a series of melodramas. Miss Tamara Desni, who has appeared twice with Jack Hulbert, is the star of a film about the jealousy engendered between two brothers by a dancer. Mr. Hugh Brooke wrote the story and acts an important part. Among others on the set, I saw Mr. Charles Quatermaine, Miss Olga Lindo, Mr. Morton Selton, and Miss Viola Compton. Mr. Bernard Vorhaus directs.

Miss Desni is a Russian, and finds her nationality something of a handicap in pursuing a film career. Ministry of Labour regulations require intermittent retreats to the Continent at inconveniently frequent intervals, but she, too, has put her faith in British rather than French or American studios. On the Continent her Russian facility for speaking many tongues (French, German and Italian) has set a premium on her services, but she prefers England, "where films are made more calmly."

There is only one sound-studio at Wembley, and that not very large. One was deeply impressed by the ingenuity with which every available inch of space was used. There was a hall and staircase, a drawing-room, and a library. There was a theatre set and the interior of a first class carriage. Outside, on the Fox football pitch, a railway cutting was being prepared with long sleepers and wooden rails. On the floor there were actors, the director and his staff, carpenters and electricians, a troupe of dancers rehearsing on the theatre set, and all with a tenth of the confusion that I have seen in larger studios. Certainly there was less waste.

LAUGHTON IN "LES MISERABLES"
Next week heralds in "Les Misérables" (Hollywood version). This is a remarkable film in several respects. First, for the way in which A. P. Lipscombe has extracted the essentials from so bulky a tale and compressed them within the compass of a normal film. Secondly, for Boleslavsky's strong and colourful direction. Thirdly, for Charles Laughton's implacable Javert and Cedric Hardwicke's lovely cameo of Bishop Bienvenno.

Freddie March tends to over-act in the leading role, but when under control almost reaches Laughtonian levels. The other players are completely subordinated by this trio. Critics of films are prone to over-easy enthusiasms about good acting. We see so much that is bad and still more which is not acting at all. But after "Ruggles of Red Gap," Laughton's Javert establishes him as one of the greatest and most versatile screen stars of our day.

"LAWRENCE OF ARABIA"
"Lawrence of Arabia" is a reasonably interesting record of achievement, but fragmentary and uneven in quality, and one which will cause the apostles of Griersonian "documentary" to wriggle in their seats. The recording is profoundly uninspired. With it recorded quite absorbing. With it there is a revival of "The Vagabond King," one of the best early musicals, and a very interesting contrast in technique with "Naughty Marietta." Both films star Jeanette MacDonald.

Censored
Here lies the body
Of our little poet, Sam.
He wrote a little verse,
And used the word
And here lies our darling,
Clever little Nell.
Her contribution contained
That awful word.

LONDON BLAZE

Hundreds Watch From Boats

(Special Air Mail Service)

London, Sept. 30. While tongues of flame were leaping from windows, and crashing roofs were sending up cascades of sparks, 400 firemen yesterday fought the most spectacular fire in London for many years.

The fire broke out about 3.30 p.m. in an eight-storeyed warehouse at Colonial Wharf, High-street, Wapping. Despite the heroic efforts of the firemen, who poured water on the flames from river-boats, water towers, and 40 engines, the outbreak was still burning early this morning. Just before midnight it seemed that the efforts of the firemen would be rewarded. The fire wall had stood up to a tremendous blaze. But then it apparently attained such a white heat that the cargo on the other side caught fire.

£1,000,000 CARGO
The blaze, which had lessened considerably, heightened, and fresh hoses were quickly brought into operation by the brigades, and the firemen were increased in numbers. It seemed that the whole stock, which contained cargo valued at nearly £1,000,000, might be burned before the conflagration ended.

Flames shooting 100ft high and leaping across the streets made an awe-inspiring sight. The thoroughfares were bathed in a red glow. London Bridge, Tower Bridge and both banks of the Thames were lined many feet deep with spectators.

Pleasure boats, with hundreds of passengers, anchored in mid-stream. They were surrounded by rowing boats laden with sightseers. From the river the outbreak resembled an enormous fireworks display as the showers of sparks shot into the air.

MOLTEN RUBBER
In the warehouse were: 40,000 cases, containing 400 tons of rubber. Thousands of chests of tea, hundreds of cases of wine and spirits in bond.

Rivers of tar, boiled by the flames in water from the hoses, flowed into the streets and flooded hundreds of houses. Lighted streams of molten rubber ran from the windows.

The blue and green flames of the wine and spirits gave an eerie touch to the scene. Five hours after the outbreak began—at 8.30—the eight floors of the warehouse were ablaze, and the 8-storey wall fronting the river fell.

The fire had burnt its way downwards through seven floors and undermined the bottom of the wall. As the 80ft-high pile of masonry, more than 20ft wide on the river front, began to totter, firemen on the lights on the river leaped for their lives.

With a roar like that of thunder the stonework crashed over the wharf into the river, almost burying three lighters. A tremendous blaze followed, and a vivid light played across the river.

As the tide rose the fire floats were able to get closer to the blazing building. The powerful jet from the Massey Shaw, London's latest fire float, which was attending its first big fire, was reinforced by those from two other floats.

LIGHTERS ON FIRE
Five lighters caught fire. They were all on the mud of the river.

MR. LLOYD GEORGE

(Special Air Mail Service)

London, Sept. 30. Mr. Lloyd George has accepted an invitation by the Curriers Company to unveil an oil-painting, of Lord Hewart, the Lord Chief Justice, on October 10. The ceremony will take place at the Cord-wainers' Hall, London. Lord Hewart is a past master of the Curriers Company.

Mr. Lloyd George will give an address on "Politics and the Church" at Whitefields Tabernacle, Tottenham Court Road, London, on Sunday afternoon, October 20.

bed, and, owing to the low tide, could not be moved. Altogether 20 lighters were in peril. For hours flames had been licking round a crane at the top of the warehouse, and when it fell there was a chorus of cries of "Look out."

By this time occupants of neighbouring houses had left for safer quarters. They included Mr. J. Love and his family, of the Turk's Head, one of London's historic inns, which in olden days supplied ale to pirates condemned to die.

The inn is near the site chosen for the execution of highwaymen and pirates. Capt. Kidd was executed there. In July it was decided to close it as redundant, after it had held a licence for 400 years. Mr. Love then pointed out that it would not shut down for at least 12 months.

One of the occupants said: "For a time we thought we would be safe, but it was soon evident that the fire was being blown our way by the wind, and we thought it best to leave."

SCENE OF DESOLATION

The building was still blazing at 2 a.m., although it was stated that there was now no danger of the fire spreading. The scene was one of desolation. On the wharves and surrounding roads were piles of masonry and partly burned cargo, while the streets were coated with a rubber covering caused by the molten rubber settling down.

Nothing remained of the eastern portion of the building, which extended more than 100 yards.

Scores of hoses, on shore and on the river, were still pouring thousands of gallons of water into the blazing interior. Every possible jet from the mains and powerful streams from the river, pumped by the fire floats' water guns, were playing on the building.

A fire brigade officer told a representative of "The Daily Telegraph" that the difficulties of the firemen were increased because oil stored on the top floor was constantly seeping down into merchandise, also ablaze, on the floors below.

Firemen steadily drove the flames down floor by floor. The brigade will probably be at work until late this morning.

PEOPLE'S FORTITUDE

Mr. Barnett Janner, Liberal M.P. for Whitechapel, spent more than nine hours in the vicinity of the fire, reassuring local residents and providing assistance. He stated there was no fire engine in the Wapping area.

"I have repeatedly agitated for an engine, or engines, to be stationed there," he said "but without result."

"The nearest brigade is at Shadwell, but Shadwell is separated from Wapping by bridges, and there is always the danger that these bridges may be congested."

"The fortitude of the people in the thickly populated residential area surrounding the building has been remarkable. They have had many hours of quite serious danger and inconvenience, and abso-

TO-DAY AT THE CINEMA

Hong Kong

KING'S:—"Curly Top"
QUEEN'S:—"Wings In The Dark"
ORIENTAL:—"Mark of the Vampire"

Kowloon

ALHAMBRA:—"The Murder Man"
MAJESTIC:—"Folies Bergere"

Coming

KING'S:—"Thunder In The Night"
QUEEN'S:—"Mr. Dynamite"
MAJESTIC:—"Under The Pampus Moon"
ORIENTAL:—"Great Hotel Murder"

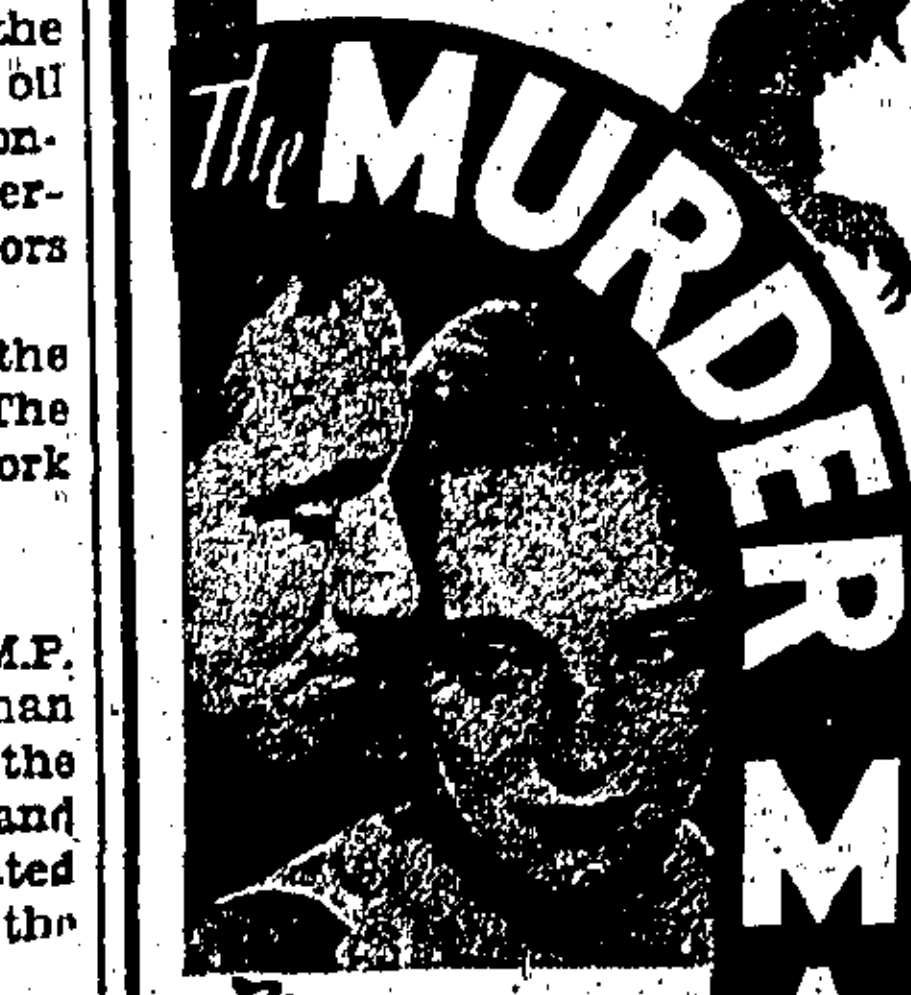
lately refuse to budge from their homes or to recognise any danger."
HEROISM AT WHARF
Firemen showed great gallantry. At considerable risk some took hoses on to the roofs of adjoining wharves, and others worked from tall water-towers, from which they had to be called away because of their danger.

Hoses had to be carried across vessels drawn up by the wharf side. Gas masks had to be worn because of fumes.

All the time the firemen were in peril from falling brickwork, and when coping stones crashed many had narrow escapes. Fireman Oliver, of Shadwell Brigade, was injured, but was able to go home after treatment at St. George's Hospital, Wapping.

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RIVAL DETECTIVES
IN A GREAT
COMEDY PICTURE!



Prices Matinees 20 c.—30 c. Evenings 20 c.—30 c.—50 c.—70 c.

WINGS IN THE DARK

Motion picture studios like to do things in a big way. That is why the patients of a prominent Hollywood optician, Dr. Henry Nesburn, recently received notice that the doctor had temporarily discontinued his practice for three days. His entire office, and every bit of equipment had been transported bodily to a sound stage at the Paramount studios.

Engaged as a technical adviser on "Wings in the Dark" starring Myrna Loy and Cary Grant, Nesburn discovered that one scene called for a "slit lamp" was a complicated piece of optical apparatus. Since one of the few "slit lamps" in Hollywood was in his possession, he volunteered it.

The picture "Wings in the Dark" is closing to-day at the Queen's Theatre.

THE COTTON CONFERENCE IN BRUSSELS

(Special Air Mail Service)

London, Sept. 30. The English members of the Committee of the International Federation of Cotton Spinners and Manufacturers' Associations leave England to-morrow morning to attend a meeting of the committee in Brussels on Monday. Among the subjects to be discussed are "The effect of monetary policies upon the cotton trade" and "Cotton yarn conventions," both of which were left over for further discussion from the congress in Rome in May.

Mr. W. M. Wiggins, president of the Federation Master Cotton Spinners, who is also president of the International Cotton Federation, will occupy the chair. The English representatives accompanying him will be Mr. Fred Holroyd, a past president of the International Federation; Mr. W. H. Catterall, an ex-president of the Master Spinners' Federation; Mr.

WELCOME HOME

Two lovely ladies vie for the select attentions of James Dunn and provide some embarrassing situations and an incalculable number of rib-tickling laughs for Fox Film's comedy picture, "Welcome Home" which comes to the Alhambra to-morrow.

As a charming scoundrel, one brains and boss of a quartette of trick swindlers, Dunn comes home to Elmdale, the little town from which he started out into the world. The first person he sees is Rosina Lawrence, the girl he had forgotten; but with whom he renews old acquaintance in a hurry.

The home town boys rope Dunn into a grandiose scheme for luring an old millionaire into putting his money into the town, and Dunn sends for his old associates to help him put over the deal. When they arrive, they turn out to be Raymond Walburn, a stock swindler; William Frawley, who prospects gold from teeth he pulls as a phoney dentist, and Arline Judge a smart girl.

Of course, Miss Judge objects to Dunn's attachment for Rosina Lawrence, and the boys go to work on the local citizens. Soon they have themselves involved in more trouble than they can handle, and Dunn's brains and luck are put to work saving them. How the does it is revealed in a chuckle-filled surprise climax.

J. Ashurst, secretary of the Cotton Spinners' and Manufacturers' Association; Mr. John Fosson, hon. secretary, and Mr. N. S. Pearce general secretary.

Mr. Wentworth Schofield, a member of the English Federation General Committee, has been co-opted a member of the International General Committee, has been co-opted a member of the International Committee for this meeting in order that he can take part in the discussion on monetary policies—a subject on which he spoke before the Congress in May.

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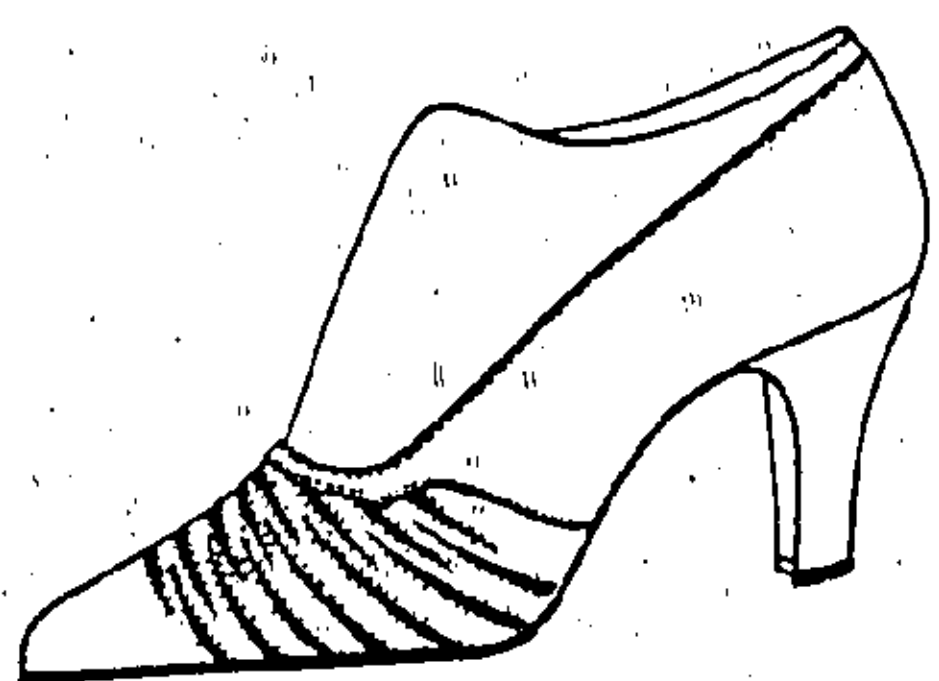
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CABLES "SWHONIS"

THE CRIMINAL SESSIONS

CARRIER OF ARMS

Stating that there too great a
prevalence of this type of thing
going on in the Colony, His Hon-
our the Chief Justice, Sir Athol
Macgregor sentenced an unem-
ployed Chinese to 18 months with
hard labour, for the unlawful pos-
session of a load revolver, and
four rounds of ammunition at
The Criminal Sessions yesterday.

Defendant, Yip Sau, when given
the option of going into the wit-
ness box or making a statement
from the dock, said that he had
nothing to say but left the case
"entirely in your Lordships
hands."

The following comprised the
jury: Messrs. D. McFerran (fore-
man) M. H. Large, L. May, E. F.
Shea, J. L. Alves, J. B. Gonsalves,
and Leung Shu Po. Mr. J. A.
Fraser Assistant Attorney General
prosecuted, while the defendant
was not legally represented.

In presenting the facts of the
case, Mr. Fraser said that defend-
ant was seen by two districts
watchmen in Des Voeux Road Cen-
tral near the entrance of Queen
Victoria Street, acting in a suspi-
cious manner, whereupon they went
up to him and searched him.

Under his jacket, wrapped up in
the girdle, they found a revolver
and four rounds of ammunition.

Defendant claimed that he had
been given the revolver by a man
named Chun Sau to take to the
Wanchai. At the time of his ar-
rest the man had stepped onto a
tram "Island" as if he wished to
board a tram bound for West
Point.

FALSE ADDRESS

When taken to the station, and
subsequently handed over to In-
spector K. W. Andrew, attached to
the District Watchman Force, ac-
cused said that he had been in-
structed to take the revolver to
a house, No. 19 Tai Yuen Street,
where he would find Chan Sau.

When taken there, defendant, failed
to find Sau, and in addition to
this the inmates of the flat said
that they were not acquainted with
the latter. They also added that
Chan did not reside there.

Defendant then stated that he did
not know where Sau lived.

After evidence had been taken
from the two district watchmen
Inspector Andrew, and Sergt. J.
E. Scott, police armorer, the case
for the prosecution was closed.

VERDICT OF GUILTY

Addressing the jury His Honour
after touching on several points
of the case, said that if the jury
thought that accused had been an
innocent and unwilling carrier of
arms for someone else, it seemed
to him (His Honour) that the sum
of \$5 alleged by the accused to
have been agreed upon, as his fee
seemed rather excessive. A re-
volver could be sent by parcel post
for a considerably less sum than
that stated. The jury did not re-
tire, but deliberated for a few min-
utes before coming to a unanimous
vote that accused was "guilty."

SHARP WARNING

Sentence of three years hard
labour was meted out to Lau Kau,
aged 55, when he appeared before
the Chief Justice, Sir Athol Mac-
gregor, at the Criminal Sessions
yesterday on a charge of import-
ing 352 counterfeit Hong Kong
five cent pieces from China.

Chan Cho, 25, unemployed, was
also given a three years' sentence
when he pleaded guilty to import-
ing 98 counterfeit Hong Kong five-
cent pieces from Canton to Hong
Kong.

Mr. Fraser for the Crown, said
the obvious inference was that
both accused were carriers.

The Judge remarked that he
would pass heavy sentence month
by month for this type of offence
"until it penetrates the intelligence
of those people that the game is
not worth the candle."

ROBBERS CAUGHT

At the Criminal Sessions yester-
day, several cases of robbery came
before the Chief Justice, Sir Athol
Macgregor.

Mr. J. A. Fraser, Assistant At-
torney General prosecuted for the
Crown in all the cases.

Leung Ting-ka, 24, unemployed,
pleaded not guilty to a charge of
robbing Chui Ho 23, widow, em-
ployed as a servant at 11, Caine
Road, of a gold finger ring and a
pair of earrings, on September 19.
Another man, Shum Ngan, 24
years, pleaded guilty.

The following jury was em-
panelled to try the case against
Leung Ting-ka:—Messrs. R. C.
Webb (foreman) W. Hong Sling,
E. J. Spradbery, A. J. Bush, J.
A. Fisher, H. Wiele and Abdul
Curram.

Mr. Fraser explained that it was
a case of aggravated robbery as
allege her four men took part.
They gagged the woman and when
she entered the Government Civil
Hospital she was suffering from
strangulation which was in the
opinion of the doctor very serious.

In making a statement from the
dock the accused said that the
robbery was only a momentary im-
pulse as they wanted to return to
Swatow.

Without retiring the jury re-
turned a verdict guilty. Passing
sentence of five years hard labour,
the Chief Justice commented on
the brutal treatment which was in-
flicted on the woman. Shum Ngan
was sentenced to four and a half
years imprisonment.

SHEUNG SHUI CASE

A Hakka, Chan Shing, who is at
present serving twelve months for
a breach of the deportation order,
was sentenced to four years' hard
labour when he pleaded guilty to
an indictment of robbery at Shek
Wu-hui village. Sheung Shui dis-
trict, on September 8, the com-
plainant being Man Sing, who was
robbed of Hong Kong and Can-
ton money and three tins of con-
densed milk.

Mr. Fraser said that it must be
stated in the accused's favour that
as soon as he was arrested he ad-
mitted everything. It was a simi-
lar robbery to the previous case
and it was unfortunate that this
type of crime was becoming in-
creasingly prevalent in that dis-
trict. It was at the cross-roads in
Sheung-shui and was particularly
liable to attacks from robbers over
the Chinese border.

BARE-FACED ROBBERY

"It amounts to a terrorisation of
the neighbourhood," remarked Mr.
Fraser in applying to his Lordship
to pass a heavy sentence on
Cheong Loi, who pleaded guilty to
robbery by two or more at Tung
Tau Village, Au Tau district, on
June 23 last. They robbed Leung
Keng-chuen, accountant of the
Man Fung Shing bean curd shop,
of a wallet, clock and \$82.80 in
money. Leung Lam and Lui Shap
of clothing.

Mr. Fraser said that it was
seldom that he applied for heavy
sentence but he did so in this case
in view of the bold and bare-faced
character of the robbery. All
the men were armed and carried
torches. They robbed the house
with all the lights on. The
nearest police station practically
overlooked the place.

Five years' hard labour was im-
posed.

CHEATING AN OLD LADY

Ip Lim Wan, (43) unemployed
Chinese, of No 229 Ki Lung Street,
swood his trial at the Criminal
Sessions yesterday before Mr.
Justice R. E. Lindsell, the Puisne
Judge, on a charge of uttering a
forged promissory note on April 17,
1935, purporting to be made by
Chiu Sit Shi (74) a widow living at
No. 28 Gilman Street.

The following comprised the
jury:—Messrs. O. B. Raven (Fore-
man), H. H. W. Sander, Li Wa-
fun, V. T. Low, F. Carvalho C. J.
Triggs and F. M. Silva.

Mr. W. J. Lockhart Smith, As-
sistant Crown Solicitor, in outlin-
ing the case, spoke at great
length and said that the case
which the prosecution had com-
piled against the accused went
back to March 1929. The plot was
mainly attributed to a man de-
scribed as "Chan", whose where-
abouts were not known.

In March, six years ago the
widow visited a solicitor's office
to devise means of protecting her
property and there she met Chan
in the capacity of a clerk. On his
advice she gave him two photo-
graphs and made a finger-print on
some blank paper for the pur-
pose of registering her property
at the land office.

The blank sheet of paper was
then made out in the form of a
Promissory Note in favour of the
accused and bearing the name and
finger-print of the old lady. The
idea originally was to wait for the
death of the latter who was even
then at an advanced age, and
afterwards to present the note as
a claim against her estate.

STUBBORN OLD AGE

However, the old lady lived and
it became apparent that unless
something was done the "note"
would become invalid by the lapse
of time—the note only being good
if presented within six years.

Chan and accused in August,
1934, went to Messrs. Wilkinson
and Grist and instructed them to
issue a writ for \$1,500 on the Pro-
missory Note, together with \$2,027
accrued interest.

In September 1934 accused went
to court, where judgment was given
for him against the old lady who,
ignorant of the whole plot, was no
represented.

THE NEXT STEP

The next step was to get the
money, and accordingly a writ of
execution was secured by Chan
who said he was acting for ac-
cused. Mr. Millington, head bailiff,
went to Chiu Sit-shi's house and
there, for the first time, the old
lady became aware of the debt she
was alleged to owe, the allegedly
faked service of the writ on the
dummy and the judgment that had
been given against her in her ab-
sence.

Mr. Millington suspected
something was wrong and the
matter was brought before the
judge. Judgment was suspended,
an enquiry was set afoot and the
old lady then recalled the inci-
dent, five years before, of attach-
ing her finger-print to a blank
sheet of paper.

OLD LADY CALLED

Chiu Sit-shi gave evidence bear-
ing out the opening statement as
far as she knew, and after further
evidence was called, the case was
adjourned.

THE CROWN PRINCE OF EGYPT

(Special Air Mail Service)

London, Sept. 30.

It is understood that October 6
has been fixed as the date of the
departure of the Crown Prince for
England. Accommodation has
been booked for his Royal High-
ness and his suite in the P. and O.
Strathaird, which is due to leave
Port Said on that day. It is
expected that the Prince will leave
the ship at Marseilles and travel
overland. He will be in charge of
Hassanein Bey, the explorer, and
his suite will include a military
tutor, an Aide-de-Camp, a phy-
sician, and a religious instructor.
Canary House, Kensington, has
been prepared as the Crown
Prince's residence.

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CONSERVANCY WORK

Harnessing The Floods

Construction Of Big Reservoirs

Nanking, (By Mail)

Concerted efforts on the part of various water conservancy organs for a period of from five to ten years in harnessing the floods and turning them to profitable account would eventually help in the economic and agricultural development of China, declared Mr. Fu Yu-lin, Chairman of the Yangtze River Conservancy Commission, in a recent address on water conservancy work in China at the National Central University here.

Since the water conservancy organs were placed under the control of the National Economic Council by the Central Government in July last year, already noticeable progress, Mr. Fu said, has been made in water conservancy work in the country. Continuous exertion of efforts would relieve China of her present flood catastrophe, and enhance her conservancy work.

According to Mr. Fu, the main water conservancy organs now under the control of the National Economic Council include the North China Water Conservancy Commission, the Hwangho Conservancy Commission, the Hwai River Conservancy Commission and the Yangtze River Conservancy Commission.

WORK REVIEWED

Reviewing the work of these conservancy organs, Mr. Fu stated that the North China Water Conservancy Commission has worked out fundamental measures for the conservancy of the Yellow River, based upon a detailed survey of the conditions of the river. In accordance with these measures the commission is constructing big reservoirs for storing the surplus water of the Yellow River, and washing off the silt from the river by conducting filth water from the Yungting River to the former.

CHINA'S SORROW

Thwarting Conservancy Commission, Mr. Fu continued, is also making out a fundamental plan for the conservancy of the Hwangho, which has long been known as "China's Sorrow." In general there are now two schemes of plan concerning the conservancy of this river.

One school holds that the flow of water should be diverted into several channels so as to reduce its volume and force. The other school advocates the concentration of the currents of the river in order to wash off the sand deposits in the river. The commission is now doing experiments with both theories, making careful research in the plans formerly used for the conservancy of this river.

In accordance with its plans already laid out, the Hwai River Conservancy Commission is conducting a party to the water of the Hwai River into the Yangtze River and opening up old course into the sea. To conduct part of the Hwai River into the Yangtze River three sluice are being constructed at Lih-shien, Hualin and Shaopei, and two movable dams at Sanho and Chuduang, while for opening up the old course of the Hwai River into the sea the proceeds of the Kiangsu Water Conservancy Bonds, amounting to \$7,000,000 have been appropriated and a large number of workers have been granted in various hsin in Kiangsu undertake the work. Already, about one-third of it is reported to have been completed.

THE YANGTZE

Turning to the Yangtze River, Mr. Fu said that this river was formerly considered the most advantageous to people's livelihood. But in 1931 an unprecedented flood occurred in this river and within the short period of about five years another flood even more serious than the preceding one, is now doing havoc to the people.

A fundamental remedial plan, according to Mr. Fu, is being worked out by the Yangtze River Conservancy Commission, under the following principles:

- (1) Gradually widening the lower reaches of the river and closing up all creeks.
- (2) Maintaining a definite width and height of the riverbed so as to avoid accumulation of silt and collapses of the banks.
- (3) Regulating the flood flow in times of high tides.
- (4) Opening a new channel to divert the immense volume of water in the river and dig a canal linking Aochow and Yuyeh to divert a part of the water of the Tungting Lake into the river.
- (5) Maintaining the highest water-reserving capacity in the Tungting and Poyang Lakes and

other lakes and tributaries along the river.

The main pieces of engineering work include (1) readjustment of the lower and middle course of the river and the improvement of irrigation on its banks; (2) conservancy of the upper reaches of the river and utilization of its water power; (3) conservancy of the Tungting Lake and its tributaries and mutual regulation of water flow between it and the Yangtze River; (4) conservancy of the Hsiang River and mutual regulation of water flow between it and the Yangtze River; (5) conservancy of the Poyang Lake and regulation of its water flow; and (6) readjustment of the sand-dunes, and repair of dykes, wharves and jetties along the river.

CANALS

Besides the four conservancy organs, above-mentioned, various others, Mr. Fu said, are also exerting their utmost efforts for the improvement of conservancy in China. In view of the scarcity of rain in the highlands in the northwest, the Central Government has in recent years paid great attention to conservancy work there. A network of canals are being built in the northwestern provinces so as to facilitate irrigation and navigation.

In conclusion, Mr. Fu stated that in view of the fact China is still primarily an agricultural country, no efforts should be spared to improve conservancy and irrigation so as to enhance the productive power of the country.

FLOODS SUBSIDING

Hsuehchow, Oct. 20.

The flood scared populace of north-west Kiangsu heaved a sigh of relief to-day, upon hearing the reports that the flood of Liutang, Chungtung and Yen rivers have gradually returned to normalcy.

Although the water level is still registering a slight increase, it does not warrant any serious apprehension.

Meanwhile the investigations of damage caused by the recent over-flooding of the Chungtung River, reveal that 12 villages on both banks of Huangyungtung River including 600 houses and 14,000 mu of farmland, and more than 20 villages bordering Chingtung River, including 1,000 houses and 31,000 mu of farmland have been inundated by the rushing currents.

All schools in the flooded districts have been closed down.

Central News Agency.

TO VISIT FENGHUA

Nanking, Oct. 20.

Generalissimo Chiang Kai-shek and Madame Chiang left here at 2:35 p.m. aboard the giant junker plans for Ningpo en route to Fenghua, his native village, for a visit. They are expected to land on Ningpo at 5 o'clock this afternoon.

Generalissimo Chang and Madame were seen off at the airport by Dr. H. H. Kung, Minister of Finance, Mr. Ma Chao-chun, Mayor of Nanking, and other high government officials.

It is understood that the Generalissimo will return to the Capital at the end of the present month, in time to attend the Central Executive Committee Sixth Plenary Session.

Central News Agency.

HERR TRAUTMANN

Peking, Oct. 20.

Herr Trautmann, German Ambassador to China, left here for Shantung en route to Tatung, Shansi, to visit the Yunkang Shih cave Temple famous scenic spot in Shansi Province. Last night he will return to Peking via Tientsin on October 22.

Central News Agency.

LOCAL WEDDING

Jones-Pridmore

St. John's Cathedral was the scene of a very pretty wedding yesterday, the contracting parties being Miss Mary Pridmore and Mr. Henry Stephen Jones, of the Hong Kong Electric Company.

The Rev. H. W. Baines officiated. The bride is the eldest daughter of Mr. and Mrs. W. H. Pridmore, Rugby, Warwickshire, while the bridegroom is the youngest son of the late Mr. W. S. Jones and Mrs. Jones of Henleaze, Bristol.

The bride, who entered the Church on the arm of Dr. F. Newton, looked charming in a white silk gown with floral design and yellow sash. A white hat trimmed with yellow net and ribbon was also worn. She carried a bouquet of white roses and Honolulu creeper.

Miss Joy Beydon, as bridesmaid, wore a yellow check taffeta dress and carried African daisies. Miss Summerskill, who was Matron of Honour, wore turquoise blue crepe with a black hat.

Mr. E. R. Price was best man. Following the wedding ceremony, a reception was held at the Hong Kong Electric Recreation Club and later the happy couple left for Formosa. On leaving, Mrs. Jones wore a nigger brown and white spotted frock and coat with a brown velvet hat.

CROWN LAND SALE

Kowloon Inland Lot

At the offices of the Public Works Department yesterday afternoon, a plot of Crown Land at Mong Kok Tsui, Kowloon, registered at the Land Office as Kowloon Inland Lot No. 3617, was put up for public auction, the upset price being fixed at \$3.00 per square foot.

Mrs. Yue Shiu Ngor of No. 287, Cheung-Sha-Wan Road, Kowloon, was the only bidder and secured the lot at the upset price of \$5,400.00.

The land, which is situated at the junction of Boundary Street, Poplar Street and Yu Chau Street, Mong Kok Tsui, Kowloon, has an area of about 1,800 square feet, and its annual Crown Rental is \$34.00.

The lot is to be held from the Crown for a term of 75 years, with the option of renewal for one further term of 75 years.

Enquiries from the purchaser elicited the news that the new owner intends to use the site for the erection of latest dwelling houses of European type, with small gardens at the back of the houses. It is understood that the detailed plans for the lot have not yet been finally decided upon.

Mr. E. B. Reed, Superintendent of Crown Lands and Surveys, conducted the sale.

TRAFALGAR DAY

Trafalgar Day, was observed with a pleasing ceremony at the Cenotaph yesterday morning when the Committee and members of the Hong Kong Branch of the Navy League, placed a wreath on the Cenotaph. Captain W. J. R. Cragg, A.D.C. representing H. E. the Officer Administering the Government, also took part in the ceremony and laid a second wreath. The League's wreath was laid by the Hon. Sir Henry Pollock and Mr. A. L. Shields. It was an anchor shaped and decorated with pink roses, cosmos, ginger lilies and silver leaves. The inscription on the card read: "To the glorious memory of Nelson and all who fell at Trafalgar from the Hong Kong Branch of the Navy League."

Other members of the League present included Messrs. Cyril C. Champkin, S. T. Williamson, S. Hampden Ross and H. W. Dulle.

During the morning, two other wreaths were laid at the Cenotaph, one from the Commanding Officer and Officers of the Hong Kong Naval Volunteer Force and the other from the Commander-in-Chief, Commodores, Captains, Officers and ships' companies of the China Fleet.

Prior to the ceremony, at the Cenotaph, the Hong Kong Branch of the Navy League laid a wreath at the Sailor's and Soldiers' Memorial at Happy Valley.

FOR MANILA

Guests From United States

The Dollar Steamship Lines and American Mail Line has forwarded us a list of the members of the Congressional Delegation representing the United States, in order of seniority, who will be travelling to Manila on the American Mail Line liner "President Grant" to attend the Inauguration Ceremonies of the Philippine Islands.

Vice-President John N. Garner and Mrs. Garner, Speaker Joseph W. Byrnes and Mrs. Byrnes, Hon. Henry F. Ashurst and Mrs. Ashurst, Hon. Joseph T. Robinson and Mrs. Robinson, Hon. William H. King and Mrs. King, Hon. Park Trammell and Mrs. Trammell, Hon. Burton K. Wheeler, Mrs. Wheeler and daughter, Frances, Hon. Gerald P. Nye and Mrs. Nye, Hon. Tom Connally and son Ben Connally, Hon. James F. Byrnes and Mrs. Byrnes, Hon. Matthew M. Neely and Mrs. Neely, Hon. Warren R. Austin and Mrs. Austin, Hon. Robert R. Reynolds and daughter Miss Frances J. Reynolds, Hon. Bennett Champ Clark and Mrs. Clark, Hon. Nathan I. Bachman and Mrs. Bachman, Hon. F. Ryan Duffy and Mrs. Duffy, Hon. Ernest W. Gibson and daughter Dorris, Hon. Edward C. R. Furke and Mrs. Furke, Hon. Sherman Minton and Mrs. Minton, Hon. Harry B. Hawes and Mrs. Hawes, and daughter Peyton Elizabeth, Hon. Robert Doughton and Mrs. Doughton, Hon. Allen T. Treadway, Hon. Bertrand H. Snell and Mrs. Snell, daughter Sarah Louise, Hon. H. Greenwood and Mrs. Greenwood, Hon. Sam D. McReynolds and Mrs. McReynolds, Hon. Robert Green and Mrs. Green, Hon. Lloyd Thurston and Mrs. Thurston, Hon. Lindsay Warren and Mrs. Warren, Hon. Wilborn Cartwright and Mrs. Cartwright and minor daughters Doralyn and Wilburta, Hon. Joe L. Smith and Mrs. Smith, Hon. R. E. Thomson and Mrs. Thomson, Hon. Henry Ellenbogen and Mrs. Ellenbogen, Hon. Leo Kockalkowski, Hon. C. Jasper Bell and Mrs. Jasper Bell, Hon. W. Sterling Cole and Mrs. Cole, Hon. Fred L. Crawford and Mrs. Crawford, Hon. Don Gingery and Mrs. Gingery, Hon. Bert Lord and Mrs. Lord, Hon. Dan R. McGhee and Mrs. McGhee, Hon. Geo. H. Mahon and minor daughter Daphney, Hon. Louis C. Rabaut and Mrs. Rabaut, Hon. Elmer J. Ryan and Mrs. Ryan, Hon. Carl Stefan and Mrs. Stefan, Hon. A. Willis Robertson and Mrs. Robertson, Hon. F. A. Delgado and Mrs. Delgado, Hon. Santiago Iglesias and Mrs. Iglesias, Mr. Leslie L. Biffle and Mrs. Biffle, Mr. Emil Hurja and Mrs. Hurja, Mrs. Camillo Osias, Mr. Quintin Paredes, and Mr. Carl Shoemaker; and the following newspaper correspondents accompany Congressional party: Mr. R. P. Cronin, "Associated Press"; Mr. Erwin D. Canham and wife, "Christian Science Monitor"; Mr. Sterling Fisher, "New York Times"; Mr. Arthur W. Hachton and wife, "International News Service"; Mr. Burrows Matthews and wife, "Buffalo Courier Express"; Mr. Chester Leon Manly, "Chicago Tribune"; Mr. Joseph Rucker and son, Joseph (Jr.), "Paramount News"; Mr. Donald J. Sterling, "Portland Journal"; Mr. William Allen White and wife, "Emporia Gazette"; Mr. James Witgo, "Philippine Free Press" and "Time Magazine"; Mr. Clark Howell, "Atlanta Constitution, Atlanta, Georgia"; Mr. Gene Huse and wife, "Norfolk Daily News."

Hawaiian Delegation attending Inauguration: Major General Briant H. Wells and Mrs. Wells, Mr. Carl F. Jacobson, Mr. J. L. Fleming. Other passengers for Manila on the "President Grant" consist of the following: Major Wm. H. Anderson and Mrs. Anderson, Mr. E. R. Aigin and Mrs. Aigin, Miss Regina Crawford, Mr. J. D. Hopkins and Mrs. Hopkins, Mr. R. C. Robinson, and Mr. Millard Smith.

CHURCH APPEAL

Drive For Funds

The Ladies Shamshulpo Matched Church Appeal Fund beg for the enthusiastic support of all Bridge and Mah Jong Tournament which has been organized at the Peninsula Hotel on that date.

The recent movement of 97 families to Shamshulpo has rendered even more acute the problem of any religious teaching or Divine worship for the troops stationed at this Camp. The Army Chaplains have, for some time past, been trying to obtain some sort of building for this purpose but, owing to the temporary nature of this Camp, it has been found financially impossible to do anything from public funds.

Now the Army Church authorities at their own expense are erecting a Matched Church which can seat about 600, and a Committee of Military and Civilian Ladies is trying to raise funds to make that match in every way suitable for its splendid purpose.

Any donation, however small, from people unable to attend on the 31st would be very welcome, and gratefully acknowledged. Contributions may be sent to:

Mrs. Edwin Taylor—410, The Peak.

Mrs. Morris—12, Tak Shing St. Kowloon.

Mrs. Harrison—5, Thorpe Manor, Hong Kong.

Mrs. Bateman—6, Felix Villas, Pokfulam.

Mrs. Smalley—Kwoon Hospital.

Mrs. Davies—Empress Lodge, Kowloon.

Mrs. Fordham—Repulse Bay Hotel.

Don't forget 31st October at 3 p.m. at the Peninsula Hotel.

POLICE OFFICER INJURED

Detective Sergeant Kinnear, attached to the detective staff at No. 7 Police Station, West Point, received injuries of a minor nature on Saturday afternoon when he was knocked down by a private car (No. 1358) which was being driven along Queen's Road Central by Miss E. Kwok.

It is believed that Sergeant Kinnear was trying to cross the road to board a bus when the accident occurred.

The injuries received by Sgt. Kinnear consisted of a slight bruise over an eye, which necessitated a stitch being put in, and abrasions to his legs.

DONATIONS

The Society of St. Vincent de Paul acknowledges with grateful appreciation and thanks the receipt of the following further donations to the Fete on November 3—

Mr. J. P. Sherry \$50.00
Mr. G. P. de Martin 25.00
A.C.W. (Birmingham) 25.00
Messrs. British Bicycle Co. 10.00

The Director of the St. John Ambulance Association & Brigade has the honour to acknowledge with grateful appreciation and thanks the receipt of the following donation—

Mr. Ho Kom Tong, O.B.E. (for Brigade) \$200.00

Mrs. Fung (for special foods for babies in Hospital) \$ 50.00

Mrs. McMurrick (for special foods for babies in the New Territory Clinics) \$20.00

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NEW ADVERTISEMENTS

IN THE SUPREME COURT OF HONG KONG

PROBATE JURISDICTION.

IN THE CHANCERY OF HERBERT PHELPS WHITMARSH, LATE OF BAGGIO PHELPS ISLANDS, DECEASED.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 55 of the Probate Ordinance 1897, made an Order limiting the time for Creditors and others to send in their claims against the above Estate to the 16th DAY OF NOVEMBER, 1935.

All Creditors and others are accordingly hereby required to send their claims to the Underigned on or before that date.

Dated the 31st day of October, 1935.
JOHNSON, STOKES & MASTER,
Solicitors for the Executor,
Princes Building,
Ice House Street,
Hong Kong.
[3897]

THE HONG KONG JOCKEY CLUB.

DRAFT Programmes and Entry Forms for the Eleventh Extra Race Meeting, to be held on SATURDAY, 2nd November, 1935 (weather permitting), may be obtained at the Secretary's Office, Gloucester Building, the Club House, Happy Valley; the Hong Kong Club; the Sports Club and the Stables, Shan Kwook Road.

Entries close at 12 o'clock NOON on THURSDAY, 24th October, 1935.

By Order,
O. B. BROWN,
Secretary.

GOVERNOR GENERAL'S FAREWELL

(Special Air Mail Service)

London, Sept. 30.
The retiring Governor General of Canada and Lady Bessborough left Ottawa yesterday to the strains of "Auld Lang Syne" and to the accompaniment of cheers from thousands of people. They are proceeding to Quebec, where they will embark in the Empress of Britain, which leaves for England tomorrow.

A mounted troop of the Princess Louise's Dragoon Guards escorted Lord and Lady Bessborough to the railway station, when a royal salute of 19 guns was fired from Parliament Hill. At the station the detachment of the Governor General's Foot Guards, who formed the guard of honour, was in full-dress scarlet uniform, and in addition, there were 200 of the Canadian Cameron Highlanders with feather headdress and scarlet tunics.

Lord and Lady Bessborough bade an official farewell to Government officials, diplomats, and others at the station, while their Canadian-born son, the four-year-old George St. Lawrence Ponsonby, kissed and shook hands with a host of small friends.

Lord Bessborough actually remains Governor General until the Empress of Britain leaves Canadian waters, which will be some time on Sunday night. Chief Justice Sir Lyman Duff will be sworn in on Monday as Administrator for the Governor General until Lord Tweedsmuir (formerly Mr. John Buchan) arrives.

FERRY SERVICE

Nanking, Oct. 7.

In order to facilitate through rail traffic, the Kiangnan and Huaihai Railway Administrations will jointly institute ferry service across the Yangtze River at Wuhu, important port in eastern Anhwei. It is learnt at the Ministry of Railways. The ferry boat, it is understood, will be similar in design to that plying between Nanking and Fukow for the Peking-Shanghai through train service, and will be built at a cost of more than \$700,000.

Kuo Min

CHIANG'S MOVEMENTS

Nanking, Oct. 21.

General Chiang Kai-shek with his wife arrived at Ningpo by plane from Nanking at 5 p.m. on Sunday and is proceeding to Feng-hua by motor.

Reuter.

MARRIAGE

Mr. V. R. Gordon and Miss M. F. Gairdner

The marriage of Mr. Vyner Reginald Gordon and Miss Marion F. Gairdner will take place at St. John's Cathedral on Tuesday, November 12, at 4 p.m. No invitations are being sent but all friends are invited to the ceremony and afterwards to the reception which will be held at 358, The Peak, from 5 p.m.

Editorial and Business Office: 11, Ice House Street, Tel. 30251.
Night Editor (Wanchai Office): Tel. 24511.
London Office: 53, Fleet Street, E.C.4.

The Daily Press.

HONG KONG, OCTOBER 22, 1935.

THE NEED FOR CHANGES

Very naturally at this moment of crisis the attention of the world is being given almost exclusively to those passages in Sir Samuel Hoare's speech at Geneva in which, to use the phrase of the "Berliner Tageblatt," the "strong words" of Signor Mussolini are answered by the equally "strong words" of Great Britain.

Nonetheless, it may well happen that in the long run, the most important part of that speech will be found to lie not so much in its clear expression of Great Britain's determination to stand by the League of Nations as in its repeated recognition of the fact that, behind and beyond this, there is a merely negative police duty of the League. It must also be used as an instrument for the peaceable effecting of such changes as reason and justice require should be made in a living and therefore continually changing world.

No further excuse then is needed for emphasizing this aspect of Sir Samuel Hoare's speech. While he notes the natural reluctance in the existing position to contemplate the possibilities of changes, he insists that "elasticity is also a part of security." It is not surprising in view of the great part he has recently played in extending self-government to India, that the first change he envisages is a development of the national life of people at present backward. It is, in his opinion, in accordance with the League of Nations ideal, that the more advanced and civilised peoples should foster this growth for "all nations alike have a valuable contribution to make to the common stock of humanity."

A paragraph of excellent wisdom follows, warning against changes demanded by mere national passion (often deliberately aroused by Government propaganda) and changes that would create more injustices than they remove, or entail unilateral repudiation of treaties. The task of negotiating change is a delicate one, and can only be properly executed in the international atmosphere of the League of Nations, where the voices of reason and magnanimity have the greatest chance of being heard.

The real test as to whether Great Britain is prepared to welcome proper changes arises over the question of raw materials, of which she possesses a preponderant share. Something, Sir Samuel Hoare acknowledges, should be done to guarantee a fair distribution of the raw materials of industry, and he gave an earnest of his sincerity by adumbrating plans for an international investigation of the question. "Obviously, however," he concluded, "this part of his speech by observing, 'such an enquiry needs calm and dispassionate consideration, and calm and dispassionate consideration is impossible in an atmosphere of war and threatings of war.'"

U.S. GENERAL TO VISIT MANILA

Shanghai, Oct. 21.

Major General Douglas MacArthur, former Chief of Staff of the U.S. Army, arrived here tonight by the s.s. President Hoover, aboard which he is proceeding to Manila tomorrow.

Reuter.

U.S. SECRETARY FOR WAR

Busy Programme In The North.

Shanghai, Oct. 21.

The American Secretary for War, Mr. George H. Dern, arrived here this morning from Japan aboard the U.S.S. Chester en route to the Philippines.

He entertained the welcoming party headed by Consul General Cunningham aboard the cruiser, after which he went ashore.

Mr. Dern has a busy five-day programme which includes attendance at a subscription reception at the Columbia Country Club in the afternoon which almost every American in Shanghai is expected to attend.

Together with his party he will leave for Nanking tomorrow night and will dine with Mr. Wang Ching Wei on Wednesday, returning to Shanghai that night by the express.

On Thursday he will be entertained to dinner by the Mayor of Shanghai, Mr. Wu Teh Chen and will leave for Manila the following day.

Reuter.

BRITISH CONSUL PROTESTS

Against Japanese Action

Peiping, Oct. 21.

Wholesale arrests of Chinese Christians in Mukden and a search of British residents' houses by Japanese police and gendarmes, is reported to have taken place last week, according to foreign despatches received here. The British Consul has lodged a protest.

Among the sixty persons arrested were included Chinese doctors and nurses of the Irish Presbyterian Mission, employees of the British-American Tobacco Company, the compradore of the Hong Kong-Shanghai Banking Corporation, Chinese pastors, teachers and girls' students of a mission school. There followed a search of the houses of the British staff of the B.A.T. by Japanese police.

All those arrested were members of the Yin Fen Fui, or One Cent Society, a philanthropic organisation, the members of which contribute one cent daily for the education of the poor students of the city.

The Japanese appear to have become suspicious of the activities of the organisation however, and the charges against those in custody allege activities of a Communist character.

All those arrested are Christians, connected either with the Young Men's Christian Association or the Irish Presbyterian Mission.

The British Consul-General at Mukden has protested to the local authorities.

Reuter.

JAPANESE ECONOMIST ON TOUR

Peiping, Oct. 21.

The Director of China Section, Mr. Ishimoto, left here for Kalgan last evening on an inspection trip to Chahar Suiyuan and Pasouchen.

Interviewed before his departure, Mr. Ishimoto stated that the object of his trip was to make inquiries into the economic conditions in the northern provinces. He said that after his return from the north-west he would proceed to the South.

Central News Agency.

FAR EASTERN ECONOMIC UNION INAUGURATED

Tientsin, Oct. 21.

The so-called Far Eastern Economic Union was inaugurated last evening at a hotel in the Japanese Concession. The object of the Union is to promote peace in the Far East and Sino-Japanese economic co-operation.

Reuter.

DEATH OF AMERICAN SOLDIER

Washington, Oct. 21.

The death has occurred of Major-General Adolphus Greely, famous soldier, explorer and writer, at the age of 91.

Reuter.

NEWS FROM CHINA

NORTH CHINA PROBLEMS

Nanking Government Activity

Nanking, Oct. 21.

His movements cloaked in secrecy, Chiang Kai-shek, the National Government Generalissimo, conferred with officials here to-day.

It was reported he had left the capital secretly but this was denied. Officials said he might proceed to Fenghua tomorrow.

The actual purpose of Chiang's hurried visit here from northwest China was veiled in uncertainty, but officials conceded it was connected with grave problems facing the government which are demanding an early decision.

One report was the Japanese have made new demands, but this was denied in both Chinese and Japanese circles.

While it could not be confirmed officially, it is widely reported that the Nanking government is facing the necessity of re-orienting its policy toward Japan as the result of the recent conference between the Japanese foreign minister, Koki Hirota, and the Chinese ambassador, Chiang Tso-pin.

Authoritative quarters also revealed that the Japanese are asking a check on the expanding power of the former Manchurian warlord, Chang Hsueh-liang. He is at present the chief lieutenant of Chiang Kai-shek in the campaign for the suppression of communism in northwest China. The Japanese, it is declared, object specifically to the transfer of three divisions of the young marshal's former Manchurian troops to North China.

Closely connected with Nanking's dilemma, it is believed are the current conferences with high Japanese diplomatic officials which are continuing at Shanghai. These apparently signalize closer co-operation between the Japanese military and diplomatic branches.

—Union News.

CHINESE GOVERNMENT DECORATION

Shanghai, Oct. 21.

Mr. John Calvin Ferguson, former adviser to the Chinese government, and Mr. Roger Sherman Greene, vice director of the Peiping Union Medical College, were included in the honours list issued by the National Government on the occasion of the twenty-fourth anniversary of the Chinese Republic, it was revealed to-day.

With two other Americans, Mr. John D. Rockefeller, who founded and gave millions to the Medical College and Mr. Frederick Albert, of Cleveland, until recently chief of the Chinese salt revenue administration, they were awarded the decoration of the Order of the Brilliant Jade.

Twenty-one other foreigners also were honoured including several correspondents and editors.

—Union News.

OLD CRUISER TO BE REPAIRED

Canton, Oct. 21.

In view of the old-aged and worn-out outlook of the cruiser Shiao Ho, Rear-Admiral Chang Chi-ying, Commander-in-Chief of the Kwangtung Naval Force, is now contemplating to have this cruiser under repairs. A petition has already been sent in to the First Group Army Headquarters asking for an appropriation of \$20,000 for this purpose.

The cruiser is expected to undergo repairs in the near future. According to the Naval Authorities, as soon as the cruiser is fully repaired, it will then be commissioned for patrolling duty.

This old-aged cruiser, as can be remembered, was forced to remain here owing to engine trouble during the astonishing escape of the rebel cruisers Hal Chai and Hal Chan, which occurred sometime in the month of June.

—Union News.

"SOVIET" CHIEF CAPTURED

Foochow, Oct. 21.

Government officials announced to-day that they had captured Liu Chin-sung, so-called chairman of the Soviet state at Yungchun, in central Fukien province.

—Union News.

ROUT OF RED ARMY

Heavy Casualties Reported

Shan, Shansi, Oct. 21.

The Communist army attempting to slash its way northward towards Inner Mongolia met its first serious setback in an encounter with Chinese government forces at Kanchwan, in northern Shansi, province, according to reports reaching here to-day.

Government authorities claim that more than 1,000 Reds were slain, and the remaining force of about 6,000 put to flight in a bitter hand-to-hand combat.

—Union News.

JEHOL UPRISING

Shanghai, Oct. 21.

A Nanking News Agency report received here says that fierce fighting is in progress in the vicinity of Chao-yang, Jehol province, where Chinese residents have organized an uprising against the Japanese.

Three thousand Japanese troops are being rushed to Chao-yang.

—Union News.

BANDIT INVASION

Peiping, Oct. 21.

Approximately 2,000 bandits have invaded the Miyun district, in the demilitarized zone, according to reports published here to-day.

Peace Preservation Corps troops were ordered to eradicate them.

—Union News.

SHANSI MAKES HEADWAY

Highway-Construction

Taiyuan.

Utilization of the people's free labour service is responsible for the present progressive state in highway construction in Shansi province, a recent survey reveals. As a part of the ten-year reconstruction plan mapped out by the Shansi provincial authorities, highway construction in Shansi has progressed by leaps and bounds, especially during the past two years since the enforcement of the people's free labour service scheme.

In addition to the total length of 2,112 li of motor roads constructed from 1920, the year of the calamitous drought in China's northwest, to 1929, as an outcome of the labour relief scheme for the drought victims, 1,538 li of highways have been completed since 1929 onwards making a total of 3,650 li. All the highways thus completed are designated as provincial highways because they have been constructed as the results of the provincial authorities.

To facilitate military transportation in west Shansi in the event of anti-Red operations and to develop further overland communication in the province, the provincial authorities are making plans for the construction of a total of 10,000 li of highways in the near future.

BUS BUSINESS

Construction of more provincial highways has been made the more necessary in view of the fact that bus business has been unfavourably affected since the completion of the Tungpu Railway, running a total number of 247 buses, the Shansi Provincial Bus Company has, for the past few years, reaped an annual receipt of more than \$700,000 which is half the figure for the bus business in the whole province. But its business has been seriously hit since the inauguration of the Tungpu Railway early this year.

Construction of roads to link up districts and villages with one another has been progressing in full swing since the enforcement of the people's free labour service last year. Up to the present, a total mileage of 99,833 li has been achieved by the able-bodied male citizens, whose number is estimated at 2,000,000 in the province. The latter do the road-building work during their leisure hours after farming under the supervision of the district magistrates and the village elders.

—Central News Agency.

FIERCE GALES

Three Vessels Founder

London, Oct. 20.

The fiercest gales have raged across the Atlantic, in the North Sea and the English Channel, throughout the week-end, and all Britain has felt the force of the storm. The gales have played havoc with shipping, and five are dead and others injured in England. Many are missing at sea.

There is grave anxiety felt for the crew of the Glasgow steamer Vardula, which foundered 700 miles off the coast of Ireland. The crew of thirty-seven took to the boats and has not been picked up, as far as is known at present, despite a twenty-four hour search by several steamers.

The Newcastle collier, Pendennis, foundered forty miles from Terschelling, and the crew of twenty-two was saved by a Norwegian steamer, the Iris.

NO TRACE FOUND

The German ship, Erfurt, with a crew of twenty-five, is missing. Searching vessels have so far found no trace of her and it is feared she is lost with all hands. She last reported herself in distress with her propellers gone.

The French steamer Agrar has stranded on a sandbank near Westerland but the crew remains aboard.

SHIPS IN COLLISION

Berlin, Oct. 20.

Four steamers, two German, one Dutch and one Norwegian, collided in the Elbe and all have reported themselves seriously damaged.

Distress signals have been received from the Italian steamship Pilsna and the French steamer Auvergne.

—Reuter.

SEARCH FOR CREW

London, Oct. 21.

Fine weather succeeded the terrific storms experienced over the week-end.

Anxiety is still felt for the fate of the crew of the Glasgow steamer Vardula which foundered 700 miles off the Irish Coast, the crew being forced to taken to boats. Eight steamers are now searching for them.

The German steamer Erfurt is still missing and it is feared that she has been lost with all hands on board.

—Reuter.

AVIATION LEAGUE'S NEW BUILDING

The ceremony of laying the foundation stone of the new offices of the China Aviation League was held at the Civic Centre at Shanghai, being attended by more than 100 representatives of various public bodies. Mr. Wang Shao-lai, a member of the standing committee of the league, presided over the ceremony, which was performed by Gen. Wu Teh-chien, the Mayor. The new building, which will be three-storied, will cost \$84,000 and is expected to be completed at the end of the year.

Inaugurated in September, 1932, the League started canvassing in March last year, and, within three months, a sum of \$1,394,870 was collected. In all, eighteen aeroplanes were purchased and presented to the Government. Contributions towards the aviation fund also were raised by various trade associations. On March 1, a second membership campaign was launched, which, according to an official of the league, is making good progress.

In addition to two training planes contributed by two leading merchants, the organization intends to purchase two for the newly-established flying club, for the training of civil aviators.

LOCAL AND GENERAL

One case of diphtheria and one of enteric fever were reported to the 24 hours ended on October 21.

At to-day's meeting of the Hong Kong Rotary Club the speaker was Mr. G. C. Pelham, who will be his subject, "The Outlook in Trade."

The Diocesan Girls' School expects to hold its annual bazaar on Saturday, December 14, when it is hoped that all parents and friends, together with past pupils and present scholars, will attend to help the occasion to be a success.

—Central News Agency.

NEWS SUMMARY

The annual cruiser sweepstake (yacht race) over a distance of 25 miles and held under the auspices of the Royal Hong Kong Yacht Club was sailed on Sunday when "Tern" sailed by Major McIntyre was first home. A description of the race by "Shell Back" will be found on Page 10.

The recent movement of 97 families to Shamshuiho has rendered even more acute the problem of any religious teaching or Divine worship for the troops stationed at this Camp. As the result of the urgent need for funds, a bridge and mah jong drive has been arranged to take place at the Peninsula Hotel on Thursday, October 31, when it is hoped that the public will lend their unstinted support.

An impressive ceremony marked the closing of the National Athletic Meeting on Sunday at Shanghai when a crowd estimated at 100,000 witnessed the closing events. The Hong Kong Men's team won the 200 yards relay race (in the aquatics section) in the time of 2 mins. 1 sec. which is new national record. Shanghai won the premier positions in both the men's and women's sections.

At the offices of the Public Works Department yesterday afternoon plot of Crown Land at Mong Tsui, Kowloon, registered at Land Office as Kowloon Lot No. 3617, was put up for public auction, the upset price being based at \$3 per square foot. Yue Shiu Ngor of No. 287, Chai Sha Wan Road, Kowloon, was the only bidder and secured the lot at the upset price.

Pun Chan Chun, 38, unemployed, was charged before Mr. Wif Jones at the Kowloon Magistrate's Court yesterday with having fraudulently obtained \$48 from Yip S. by selling him an iron boiler which he falsely represented him to be the owner. Defendant was discharged and the owners of the boiler, the Wai Woo machinery shop, Wanchai, were added to take civil action.

Pleading guilty before a Chief Justice, Sir Atholl Macgregor, at the Criminal Sessions yesterday, to a charge of importing 200 counterfeit Hong Kong five-cent pieces from China, Lau Kan, aged 35, unemployed, was sentenced three years' hard labour. He was arrested at the Kowloon Railway Station on September 25.

The wedding took place at St. John's Cathedral yesterday of Miss Mary Primrose and Mr. Henry Stephen Jones, of Hong Kong Electric Company. Rev. H. W. Baines officiated at the ceremony. The bride is the daughter of Mr. W. H. Primrose, M.A., and Mrs. Primrose, of Rug Warwickshire, whilst the bridegroom is the youngest son of late Mr. W. S. Jones and Mrs. Jones, of Henleaze, Bristol.

Sentences of 18 months' hard labour were passed by His Honour, the Chief Justice, Sir Atholl Macgregor, at the Criminal Sessions yesterday on a charge of the unlawful possession of a revolver and four rounds of ammunition. In passing the above sentence, His Honour stated that there was too much of this thing going on in the Colony, and he could therefore overlook this offence.

Alfred to be one of the prime movers of an extremely clever attempt to fraud an elderly Chinese lady, Kim Wan (43) unemployed, of 229 Klung Street, stood his trial at Criminal Sessions yesterday on a charge of uttering a forged Promissory Note on April 17, 1935, purporting to be by Chiu Sit Shi, 74-year-old, of No. 23 Gilman's Bazaar.

At the bi-annual Trevelyan Trophy race for lifeboats held by the Royal Hong Kong Yacht Club yesterday, the entry from the s.s. Mausang, which was the first to cross the line, was disqualified owing to an infringement of the regulations and first place was awarded to the boat from the s.s. Tilsandart, of the J.C.L. A description of the race appears on Page 10.

The funds collected will be devoted mainly to local charities, a proportion being retained for school improvements. The function will be held in the school premises.

ITALIANS CAPTURE MANY VALUABLE POSITIONS IN OGADEN PROVINCE

Ethiopians Surrender DEVASTATING ATTACK BY PLANES

Merciless Hail Of Lead

Asmara, October 21. News of fighting in the southern front which has just reached here indicates that the Italians captured many valuable positions while the Abyssinians have suffered considerably from aerial bombing in which five Italian machines participated.

The harassed tribesmen were swept by machine gun fire from the planes. Buildings in various occupied positions had been previously set on fire by incendiary bombs, thus forcing them into the open to be mown down by a merciless hail of lead.

It is expected that the Italian victory will have a considerable moral effect on the Abyssinians along all fronts, this being the first occasion that Italian planes were brought into use with such deadly effect.

A large number of Abyssinians surrendered and delivered their rifles, which were mostly of European make. It is also stated that the heads of 200 Coptic churches throughout the province made formal submission to the Italian authorities.

Following the Italian successes in Ogaden province to-day, the Abyssinian chieftain Ras Gugsa, who recently turned over to the Italian side, issued a series of proclamations to the people of the province promising generally improved conditions and, in particular, freedom from all taxation.

OFFENSIVE TO BEGIN

Asmara, Oct. 21. The forthcoming Italian offensive on the northern front was the subject of long deliberations between the Chief of Staff, Marshal Badoglio, and the Commander of the Northern Army, General de Bono, in the headquarters at Adowa after reports received from pilots of reconnaissance planes who on Sunday flew 250 kilometres into Abyssinian territory, penetrating as far as Lake Tsana in the north-west.

The Italian offensive it is understood, will be launched early this week. Bounties were distributed to the Askaris who had distinguished themselves during the attack on Adowa as well as to the veterans of the battle of Adowa in 1896.

Transocean Kuo Min

STREAM OF TRANSPORTS

Cairo, Oct. 21. A stream of Italian troop and munition transports continued uninterrupted through the Suez Canal during the week-end.

Three Italian ships, two with troops and one with batteries of compressed bay and anti-aircraft guns passed Port Said on Sunday and were accorded an enthusiastic ovation by the Italian colony. The hospital ship California also arrived at Port Said from Eritrea with a large number of wounded and sick who have so far been despatched from the war areas.

Transocean Kuo Min

ALL PREPARED

Asmara, Oct. 20. Everything appears to be in readiness for the indicated Italian advance towards Makale, but there is good reason to believe, also, that the attack, when it comes, will be met with determined opposition. Makale will not fall without a battle.

Reconnaissance planes of the Italian Army in the north, under the command of General de Bono, report that the troops marching under the Ethiopian chieftain, Ras Kassa, are moving up in considerable numbers from the south-west, apparently heading for Makale.

As they move, more men occupy the positions they are vacating. Meanwhile, in preparation for their assault, the Italians are gradually occupying the strategic positions in the mountains around Adigrat.

STRIKE OF MINERS IN SOUTH WALES

London, Oct. 21. The miners' strike in South Wales has practically ended and all men in the Nine Mile Point Colliery have now come to the surface. Over 400 men, however, are still remaining underground in the mines in other parts of the country and a recrudescence of trouble is not impossible as there remains a considerable element of agitation in certain sections of the miners' ranks.

Reuter.

IL DUCE FOR FRONT?

The visit of Field Marshal Badoglio, the Italian Chief of Staff, who is at present at the front, has aroused much speculation. And judging from conversations Reuter's correspondent has had with officers and men it would scarcely be surprising to the common soldiers if Signor Mussolini himself arrives in the lines one day soon.

The popularity of Il Duce is in evidence in the huge canvas portraits of him which are hoisted on all occupied positions where any fighting has occurred.

Reuter.

QUITE SATISFIED

Massawa, Oct. 20. Sir Aldo Castellani, the eminent physician in charge of the Italian medical service in the occupied area of East Africa, announced that he is well satisfied with the health of Italian troops. He says he has found the sanitary conditions in the Italian northern army excellent.

Only one hospital ship has left for Italy during the past month, taking 212 officers and men, suffering from various illnesses. The vessel carried no wounded.

Altogether five steamers have been converted into hospital ships, one of which is stationed permanently at Massawa.

Reuter.

CASUALTY LIST

Massawa, Oct. 20. It is officially stated that the total cases of sickness since the commencement of operations in East Africa is 233, of which three have died. Only 212 Italians have been evacuated from Eritrea since October 3, most of them suffering from malaria.

ITALIAN ADVANCE

Traders are following the Italian advance.

They travel over the 183 miles of new roads which the soldiers have built and they can use the water from 12 wells which have been sunk in occupied territory. A number of shops have already been opened by Italians and Eritreans in Adigrat and Adowa.

Reuter.

LULL CONTINUES

Harrar, Oct. 20. The lull continues on the southern front.

The Ethiopians are strongly fortifying and reinforcing Daggabur in order to oppose the Italian advance on Harrar.

It is reported that scurry is prevalent among the Ethiopian troops at Harrar and Jijiga and medical supplies are being rushed from Berbera.

Reuter.

A PRINCE TO SELL VACUUM CLEANERS

London, Sept. 28. Prince Bertil, third son of the Crown Prince of Sweden, is leaving the Swedish navy soon to enter commercial life. He is shortly to go to Paris, where he will be attached to the Swedish Naval Attaché for a month. Later, it is reported in a Reuter telegram from Stockholm, he will devote some of his time to work in connection with a firm which deals in vacuum cleaners.

Reuter.

ANGLO-ITALIAN RELATIONS

Rome Satisfaction

(Special to the "Hong Kong Daily Press" (Copyright).)

Rome, Oct. 20. With undisguised satisfaction, the Italian press records that the international situation which had become extremely tense in the past few days, without Italy being to blame in any way, has now gone and the relaxation is partly through the conversation between Signor Mussolini and Sir Eric Drummond, and partly by the exceedingly important announcement of the British Premier Mr. Stanley Baldwin at Worcester on Saturday, who declared unequivocally that England was not hostile to the Fascist regime, and that Britain had no designs on bringing about Mussolini's removal.

The Italian press quotes largely from the foreign papers to prove the correctness of its own deductions from the facts of the situation, and expresses the view that the most important of other features of the new position, is that the Geneva sanction discussions are suspended till the end of October, so that the diplomatic centre of gravity is no longer in Geneva, but in Paris, London and Rome.

The semi-official Sunday paper "La Voce d'Italia" declares that special significance is attached to the assurances given by Britain because it is accompanied by facts that will contribute to the relaxation of the tension caused by the systematic massing of the British fighting forces in the Mediterranean.

Admittedly, "La Voce" continues, these official declarations do not make everything clear. There cannot be any doubt that the action against Italy in Geneva resulted above all from Britain's initiative. If Britain ceased, then Geneva would cease.

Although from London many stubborn and unyielding voices are heard, "La Voce" declares that the abandonment of hope in the Abyssinian question, will now be treated with more sense of justice than heretofore.

Transocean Kuo Min

FRENCH PRESS VIEWS

Paris, Oct. 20. Mr. Stanley Baldwin's speech delivered at Worcester on Saturday particularly the passage emphasising that Britain does not want war but will be ready for reconciliation at the first available opportunity, and has not the slightest intention of exploiting the Italian-Abyssinian conflict to overthrow the Fascist regime, has brought about a relaxation of the tension in the Anglo-Italian relations, is the opinion expressed by all the Paris Sunday newspapers.

"Le Matin" writes that nothing could be more encouraging for M. Laval's efforts at reconciliation whose significance despite the clarification of the situation in the Mediterranean could not be underestimated. The Nationalist paper "Le Jour" assures its readers, that Mr. Baldwin's speech was of the utmost significance, and will be received by public opinion with the most lively satisfaction. Almost the whole of the press is optimistic in speaking of the complete removal of all differences of opinion between France and Britain through the note handed over on Friday night, but it is not worthy that several Paris organs attempt to prove the existence of differences between the British Government and Mr. Anthony Eden, declaring that it is Mr. Baldwin who really determines the British League of Nations policy and not Mr. Eden, who in Geneva is fostering Imperialistic aims.

Transocean Kuo Min

COMMONS CONFEST

London, Oct. 21. Both Houses of Parliament will reassemble to-morrow and the final sitting of the present Parliament will take place on Friday when it will be dissolved.

The nomination of candidates for the new House of Commons will take place on November 4 and polling on November 14. With few exceptions the results of all contests will be known by the evening of November 15.

British Wireless

BOMBAY MARKET UPSET

Gigantic Hoax On Bazaars

Bombay, Oct. 21. What appears to have been a most gigantic hoax on Bombay bazaars was perpetrated when a number of European bankers and prominent brokers received a letter from Simla, purporting to have been issued from the Government of India, stating that the duty on silver has been removed and a duty of Rs10 an ounce will be levied on export of gold.

Compared with last Saturday, the price of silver advanced one penny and a farthing per ounce. Gold fell twelve shillings per fine ounce. Markets fluctuated excitedly and later recovered when advices from Delhi showed no truth in the alleged notifications. It is estimated that the hoax cost the traders over £100,000.

Reuter

SILVER MARKET

(From Our Own Correspondent)

London, Oct. 21. London Silver prices to-day were unchanged as follows:—

Oct. 19	Oct. 21
Spot..... 29-5/16	29-5/16
Forward..... 29-5/16	29-5/16

London on New York cross-rate at 2 p.m. to-day was 4.9181 compared with 4.9150 at closing on Saturday.

Reuter

TIN SHORTAGE PROBLEM

Quota Increase Expected

London, Oct. 21. Tin dealings on the Metal Exchange are almost at a standstill in view of to-morrow's meeting of the International Tin Committee.

Traders generally are expecting a further increase in the quota by five to ten per cent, but some quarters even advocate a hundred per cent, production.

Others express doubts of the advisability of further increases which, while not solving the present problem, will only cause an eventual abundance of the metal. Furthermore, the constant changes will seriously interfere with the working of the mines. Consequently the market must content itself with temporary measures in order to remedy the immediate shortage.

Reuter.

THE FRENCH CABINET

M. Laval Returned

Paris, Oct. 20. The final result of the elections, applying to one-third of the membership of the Senate, shows that the status quo is virtually maintained. The outstanding feature is M. Laval's personal victory.

The Radicals remain the most powerful Party numerically. The Government has been considerably strengthened by the election of M. Pierre Laval, the Prime Minister, for the Seine and Yveline Department. The Premier's victory in Paris was achieved in the teeth of strong opposition from the Extreme Left. It is regarded as a triumph for his home and foreign policy and may be decisive in the Government's favour in the coming session, when the Left Party is expected to try to overthrow M. Laval.

Senator Bachelet was elected in the Seine Department as a Communist, he being the first Communist to enter the Senate.

Reuter.

FASCISM IN FRANCE

Decrees To Deal With Menace

(Special to the "Hong Kong Daily Press")
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, October 21, 7.30 p.m.)

Paris, Oct. 21.

Decrees against the "menace of Fascist fighting organisations" in France are now being drafted by the Minister of Justice, M. Bernard, according to "l'Oeuvre" which, however, is the only paper furnishing this information.

Processions, demonstrations and meetings of all kinds in the streets or public places in future will have to receive the sanction of the competent Burgomaster, who must be informed at least three days before being announced to prospective participants.

Such demonstrations can then be forbidden if considered prejudicial to public order and anybody nevertheless partaking in a prohibited meeting will be fined from sixteen to two thousand francs.

The same punishment will be laid down for giving intentionally false information as to the nature or object of the demonstration, while the organisation concerned can be dissolved.

Anybody participating in a permitted demonstration, but found to be in possession of arms, will be sentenced to imprisonment from six months to two years.

The second decree, said to be in preparation, deals with sale of arms on which in future a high premium will be levied with the exception of sporting guns.

In addition, declares "l'Oeuvre", possession of arms will be prohibited unless permission has been obtained from the police.

Transocean Kuo Min

SANCTIONS PROPOSALS APPROVED

Financial And Economic Measures

London, October 21.

The Minister for League of Nations Affairs, Mr. Anthony Eden, arrived in London from Geneva last night. Most of the chief delegates of the other powers have also left Geneva where, for the present, their work is completed, measures of collective economic action against Italy having received the final approval of the Committee of Co-ordination on Saturday evening.

The Co-ordination Committee and also the Committee of Eighteen will meet again at Geneva on October 31 to decide the date of application of measures agreed upon.

Meanwhile the Governments of the participating States have been asked to inform the Secretary General of the League not later than October 28 of the measures they are taking to put the recommendations into effect.

These recommendations are set out in five proposals of which three were approved on Saturday. Proposals one and two are designed to cut off supplies of armaments and munitions from Italy and to reopen them for benefit of Abyssinia and to secure withholding of financial assistance from Italy.

Under proposals three, four and five, which were approved on Saturday, the Nations pledged themselves, in principle, firstly to refuse to receive Italian exports; secondly, to refuse to sell to Italy any articles of use in war included in a comprehensive list; and thirdly, to give each other mutual aid and support so as to minimise as far as possible the effect of the embargo on the nations enforcing it.

British Wireless

MEETING OF PARLIAMENT

London, Oct. 21.

Parliament will reassemble to-morrow when there will be a debate on foreign affairs following Mr. Anthony Eden's return from Geneva. The Minister for League of Nations Affairs returned during

BRITISH AMBASSADOR IN SHANGHAI

Shanghai, Oct. 21.

Sir Alexander Cadogan arrived here this morning for a conference with Sir Frederick Leith-Ross.

Reuter.

Off to school with Health and Energy



CHILDREN need so much nourishment if they are to be healthy and happy. They use up energy in spendthrift fashion at their play—and every ounce of energy spent has to be made good from nourishment. They are growing, physically and mentally, and nourishment is essential for healthy growth. This, too, is the season when infectious illnesses are most prevalent.

Let your children start the day fortified by an abundant store of energy and vitality. Give them delicious "Ovaltine" as their breakfast beverage. Then they will be quick at their lessons, fond of play, and will grow up with sound nerves, alert minds and healthy bodies.

Make sure they have their "Ovaltine" every day—for breakfast, to give them the energy they need for the day—before going to bed, to rebuild and restore their tired little bodies. Then you can be quite sure that they will grow up strong and healthy.

‘OVALTINE’
TONIC FOOD BEVERAGE

APHIO

RACING TO CHEUNG CHAU

In Westerlies Or Variables

(BY "SHELL BACK").

The Royal Hong Kong Yacht Club held their second pool race for Cruisers last Sunday, over a 25 mile course from the Yacht Club round Cheung Chau to Port and back. Conditions were light with variable winds changing from East to South West and finally back to South East, and the result was a win for Capt. P. F. Foley's yacht "Tern", sailed by Major McIntyre and Mr. Portman, who thoroughly deserved their victory.

Sixteen yachts crossed the line at 10.00 a.m. or so soon after as their helmsman could get them over, with a light Easterly breeze and spinnakers set to Port or Starboard according to inclination and reset periodically on the opposite side according to inspiration or energy, or not reset owing to lack of it. In fact it was a glorious morning with a gentle baby breeze, when serious earnest yacht racing seems to be verging on bad form and when the eleven o'clock beer gets unaccountably promoted to ten-thirty.

However, in any yacht Club, there always seem to be some members who would sail a soap box across the Atlantic just for fun, so in deference to these heartless the fleet meandered gently down the harbour towards the Sulphur Channel. On the way along several fresh sights were seen, amongst them Mr. Spiller's new four corner "Nord Wester" which was out racing for the first time, apart from being the newest addition to the four ton class her chief claim to fame is a gaff with about three feet spare at the top. Mr. G. G. Wood's yawl "West Wind" also made her first appearance in cruiser racing and looked very spruce with cream coloured paint and cream sails, but that was as far as it went, since it was not her day and she slowed quietly off to leeward, finally finishing up in Silver Mine Bay where I fancy she gave up.

THE "NORSEMAN"

Mr. Nicolson was out in "Norseman" complete with a new set of sails of improbable outline but apparently efficient driving power, since at the Sulphur Channel Norseman was either second or third boat, however the strain of slowing the fleet the way to Cheung Chau through alternative "climbs and light pulls of Westerly wind" appeared too much for her helmsmen and accompanied by La Cigale, she then gave up.

After a run down the harbour and a tricky beat through the Sulphur Channel, the prospects of anyone finishing the course before 7.30 p.m. the hour required to make the race count, did not look too bright. It was a case of faint hearts not winning far ladies and a number were faint and gave up: the stern and rugged yachtsmen, however, carried on. Mr. Lubbert's "Azuma" was in the lead, having steered a most improbable course North of Green Island. "Wanderer" was next, away South towards the head of Lamma Island, then followed a string of four tonners hot on the trail, Monsoon, Sai Long, Tern, Penguin, Nord Wester, with Cherub and Quest trailing behind them and the Ketches, West Wind, Tavy II and Luana away off to leeward South of Cheung Chau.

RACE IN EARNEST

Here the race started in earnest, with a light S.W. wind blowing, and the yachts started to beat up to the Cheung Chau Channel. By the time this was reached about 3.30 p.m., Azuma was starting to work out a nice lead on Wanderer, while Tern had done some skilful tacks and moved up into third place, closely followed by Monsoon and Sai Long, with Cherub and Penguin well astern and the rest either out of sight or given up. Rounding Cheung Chau, Azuma continued to forge ahead, while Wanderer went too far into the bay, lost the wind and was passed by Tern. Monsoon, lying fourth, was gradually easing away from Sai Long, who although keenly sailed does not appear to travel well close hauled in light winds, due presumably to being somewhat under canvassed.

About 5.00 p.m. the wind shifted to S.E. and started to freshen, so that the homeward trip was done in very much better time than the outward. The Sulphur Channel was fetched on one leg from Cheung Chau, closehauled on the starboard tack, with Azuma forging away ahead, Wanderer and Tern on divergent courses but finally converging very nearly level at Green Island; next Monsoon, followed some way behind by Sai Long, after them to the Westward a fine sunset but not much signs of yachts.

In the harbour the wind fell rather lighter, but nevertheless "Azuma" was able to cross the line first at 7.13 p.m., seventeen minutes before the official time for calling off the race. "Wanderer" gave up the struggle on her

way up the harbour, and Tern was next over the line at 8.03 p.m. However her handicap allowance on Azuma was just enough to bring her in first in corrected times by a bare margin of five minutes, with Azuma second and Monsoon, who finished at 8.35 p.m. third.

THE RESULT

Below are the official finishing and corrected times and a glance at them confirms the truth of the quotation that "many shall come but few are chosen," a very fair generalisation in yacht racing as a whole. (For the benefit of the uninitiated, D.N.F. means Did Not Finish.)

	Fin.	Cor. Pos.
Tern	20-03	19-03
(Major McIntyre and Mr. Portman)		
Azuma	19-13	19-09
(Mr. F. B. Lambert)		
Monsoon	23-35	19-32
(Mr. H. W. Duley)		
Sai Long		4
(Capt. Hooper)		
La Cigale	D.N.F.	
Norseman	D.N.F.	
U & I	D.N.F.	
Luana	D.N.F.	
West Wind	D.N.F.	
Wanderer	D.N.F.	
Quest	D.N.F.	
Cherub	D.N.F.	
Tavy II	D.N.F.	
Typhoon	D.N.F.	
Penguin	D.N.F.	
Nord Wester	D.N.F.	

LOCAL GOLF

Amateur Championship

OLD COURSE	
6.24 a.m.	D. J. Gilmore and A. W. da Rosa
9.28	S. H. Dodwell and H. H. Mundy
9.32	K. S. Robertson and A. L. Eastman
9.36	E. J. R. Mitchell and A. Urquhart
9.40	I. H. Geare and D. C. Wilson
9.44	W. A. Stewart and A. A. Lopes
NEW COURSE	
9.24 a.m.	R. K. Collings and W. Taylor
9.28	O. E. O. Marton and E. D. da Rosa
9.32	D. S. Edward and A. J. Dennis
9.36	A. E. Lissaman and F. E. A. Remedios
9.40	D. S. Robb and T. D. Paton

CHAMPION JOCKEY INJURED

London, Sept. 28. Gordon Richards' mount, Tom-mack, fell three furlongs from home in the race for the Newbury Autumn Cup and threw his jockey. Richards was brought back on the ambulance, and it was hoped at first that he had escaped with nothing worse than a severe shaking. Richards, however, was found to be suffering from slight concussion, and the doctor has ordered him to rest for a few days. The race was won by Sir A. Bailey's Cecil.

MALAYAN ATHLETES MARRIED

Shanghai, Oct. 21. A romance which began at the National Athletic Championship meeting here, culminated yesterday in the marriage of Miss Lee Yoke Chin, and Mr. Soon Tok Yung, both Malayan athletes of high repute.

The entire Malayan athletic contingent will tour China before returning to Singapore.

THE TREVESSA TROPHY

Dutch Boat Awarded First Place

Skilful sailing and excellent rowing featured the half yearly competition for the Trevesa Trophy, which took place yesterday afternoon, when the first boat (captained by Chief Officer Minshall of the s.s. Mausang) to reach the winning line was disqualified because the area of its sail was larger than the size stated in the regulations governing the competition.

The second boat to finish was under the captainship of Mr. Nisser of the s.s. Tjilondari, who was congratulated at the conclusion of the race by Commodore C. G. Sedgwick. Commodore Sedgwick presented the Trophy to Mr. A. H. Veltman of the Java-China-Japan Line, and a cup to Mr. Nisser, and in his brief speech he expressed regret for the bad luck of Chief Officer Minshall.

START OF RACE

Owing to his alertness Minshall got his boat away first when the starting shot was fired, and held the lead throughout the race. When the Kowloon Rock was reached his boat was already leading by over 500 yards. Following him were Mr. Nisser of the s.s. Tjilondari, and Mr. Armstrong of the s.s. Anshun.

On passing the Kowloon Rock, Mr. Armstrong got ahead of Mr. Nisser and was closely followed by Mr. P. M. of the s.s. Anshun and Mr. Follett of the s.s. Soochow.

Mr. Minshall was about half a mile in the lead when his boat rounded the mark near the Yacht Club. While rowing towards Cust Rock Mr. Nisser managed to get ahead of Mr. Ellis, who secured the second place so on after passing the Yacht Club.

On the way back to the Yacht Club after passing Cust Rock, Mr. Minshall was forced to drop sail as the wind was driving his boat towards the shore. All the other boats followed suit, and as a result there was keen competition between Mr. Nisser and Mr. Ellis for the second place.

THE FINISH

Mr. Nisser, however, showed better yachtmanship and reached the winning line about five minutes after Mr. Minshall, who was disqualified after the sail area of his boat had been measured.

Those to finish the race were: 1. Mr. Minshall, of s.s. Mausang; 2. Mr. Nisser of s.s. Tjilondari; 3. Mr. Ellis of s.s. Liang Chow; 4. Mr. Elias of s.s. Hai Yang; 5. Mr. Follett of s.s. Soochow. Mr. Armstrong and Mr. P. M. of the s.s. Anshun, did not finish.

The umpires were: Commodore C. G. Sedgwick, R.N., Commodore A. L. Shields, R.H.K.Y.C., and rear-Commodore G. G. Wood, R.H.K.Y.C.

The starters were: Capt. Lumsden of the China Navigation Company, and Capt. Skinner of the Indo-China Navigation Company.

Time-keeper: Yeoman of Signals Sansom.

ROYAL AIR FORCE

(Special Air Mail Service)

London, Sept. 30. Squadron Leader D. F. Lucking is appointed for flying duties with No. 9 Squadron of heavy bombers at Moscombe Down, for succession to Squadron Leader C. S. Rutherford, M.B.E., who has been with this unit for nearly two years.

Squadron Leader Lucking is an engineering specialist, and was at the Marine Aircraft Experimental Establishment at Felixstowe for over four years up to June last. He began his service as sub-lieutenant, R.N.V.R., at the experimental station at the Isle of Grain in June, 1917, was promoted to lieutenant, and at the fusion with the R.F.C. was graded as captain (technical). He was granted a short service commission, R.A.F., in September, 1919, and a permanent commission in 1928. In 1929-31 he served in Canada on exchange with a Dominion officer.

COMMAND ACCOUNTANT
Wing Commander P. J. Wiseman, from Uxbridge Depot, has been appointed Command Accountant at Halton in succession to Group Captain C. G. Murray, O.B.E., who was promoted in the midsummer list. Wing Commander Wiseman served with the R.N.A.S. during the War as assistant paymaster and paymaster, R.N.R. In 1932-34 he was account officer at the R.A.F. station at Hinaldi, Iraq.

BRITISH TEAM ROUTED

Only Two Wins In Ryder Cup

(Special Air Mail Service)

London, Sept. 30. America regained the Ryder Cup by defeating Great Britain at the Ridgewood Country Club, New Jersey, by 8 games to 2, with 2 halved.

Of the five contests for the Cup America has won three to Britain's two.

Leading by 2 points in Saturday's foursomes, America won five of yesterday's eight singles and lost one, the remaining two being halved.

The only British player to win in singles was Percy Alliss, of Beaconsfield, who beat Craig Wood by one hole. The singles results were:

Gene Sarazen (U.S.) bt. J. J. Bussan (G.B.) 3 and 2.
P. Runyan (U.S.) bt. R. Burton (G.B.) 5 and 3.

J. Revolta (U.S.) bt. R. A. Whitcombe (G.B.) 2 and 1.
Olin Dutra (U.S.) bt. A. H. Padgham (G.B.) 4 and 2.

P. Alliss (G.B.) bt. Craig Wood (U.S.) 1 hole.

W. J. Cox (G.B.) and Horton Smith (U.S.) halved.
H. Picard (U.S.) bt. E. R. Whitcombe (G.B.) 3 and 2.

A. Perry (G.B.) and S. Parks (U.S.) halved.

The result, and especially the margin of defeat, is a bitter disappointment to British golfers. While neither country has yet won in the other's terrain, it was thought that on this occasion our players, a blend of youth and experience, had an excellent chance of retaining the Cup.

The partnership to win in the foursomes was composed of the only two players who had previous experience of American conditions. These were the brothers, Charles and Ernest Whitcombe.

On being asked what was the matter with his players, Charles Whitcombe, the captain, seemed unplussed.

"In the case of the youngsters," he said, "I think what stage fright had something to do with it."

LORD WOOLAVINGTON'S ESTATE

(Special Air Mail Service)

London, Sept. 30. Lord Woolavington, of Lavington Park, W., who died in August, aged 85, has left £2,150,000, "so far as at present can be ascertained."

Estate duty of £3,510,828 has been paid.

He left £25,000, his personal jewellery to his son-in-law, Reginald Narcissus Macdonald Buchanan.

Also he left £20,000, his leasehold flat in Berkeley-square, the benefit of his lease of the Knockando property in Scotland, his effects not otherwise bequeathed, his Preference shares in James Buchanan and Co. Ltd., any property in Olympia, Ltd., any property in East Africa, and his freehold property at Newmarket and at Northaw to his daughter Catherine.

RACING STOCK

In addition he left to her his racing stock, brood mares and stallions, and all articles in use in his private training and breeding establishments.

He stated: "I advise my daughter to put only four of the yearlings in each year into training, and to offer the rest up for sale, either at the annual Newmarket or Doncaster sales."

He also gave £15,000 to William Harrison, £10,000 to his step-daughter Kathleen Bardolph, £5,000 to Dr. W. Maclean, £400 to Bertram Grey.

He bequeathed:

£15,000, to the School of the Society of Licensed Victuallers.
£2,500 to Mr. Lawrie, accountant, whether or not in the employment of his company at his death.

£750 to his secretary, Lindsay Howe, and the use of a cottage on the Lavington estate so long as he is unmarried;

ONE YEAR'S WAGES
Provision is made for the payment of.

One year's wages to each domestic servant of three years service;

One year's wages each to his gardeners, lodge keepers, stud grooms and helpers at The Home Farm, "and Robertson and his

THE NATIONAL MEET

Brought To An End

Shanghai, Oct. 21.

An impressive ceremony marked the closing of the National Athletic Meeting yesterday, a crowd estimated at no less than 100,000 witnessing the closing events.

The swimming finals were contested, the various events resulting as follows:

Men's 1,500 Metres Free Style.—1. Y. M. Yang (Malaya); 2. C. N. Chen (Hong Kong); 3. W. M. Mai (Kwangtung). The winner's time was 22 min. 59.2 secs., this being a new national record.

Men's 200 Yards Relay Race.—1. Hong Kong; 2. Malaya; 3. Shanghai. The Hong Kong team's time was 2 min. 1 sec. a new national record.

Women's 200 Yards Relay Race.—1. Kwangtung; 2. Hong Kong; 3. Kwangsi. The winning time was 3 min. 39 secs. a Far Eastern record.

FINAL STANDINGS

The final standings for all competitions during the Meet were as follows:

	Men's Events
Shanghai	26 pts.
Kwangtung	13 p.s.
Malaya	10 pts.
Hong Kong	10 pts.
	Women's Events
Shanghai	16 pts.
Kwangtung	15 pts.
Shanghai	4 pts.
Shansi	4 pts.
Malaya	4 pts.

GERMAN SOCCER VICTORY

First Match With Bulgaria

(Special to the "Hong Kong Daily Press" (Copyright).)

Leipzig, Oct. 20. The first football match Germany has ever played against Bulgaria, and the last match the German National team will play before leaving for England, was witnessed on Sunday afternoon by 38,000 enthusiasts, who despite the black skies and squally weather stayed till the very last.

Although the German team carried off victory by 4 goals to 2, thus averting the defeat suffered at Sofia on May 26 last by 2 goals to nil, this fight proved extraordinarily stubborn, and were it not for the good luck that followed the Germans, the result might have been different.

The Bulgarians, were men of magnificent physique and well trained; their goalkeeper was exceptionally strong, and so was their forward line, but still they lacked in combination, which is skill that comes from long experience. The Bulgarians certainly showed that they had come determined to win, and their play remained full of spirit until the last.

The German National team was identical in composition with that chosen to play in England. From the very beginning the Germans forced the pace, and had a strong wind at their back. This advantage however did not help them in keeping the ball low. For 20 minutes the score sheet was blank, but at this juncture the Germans obtained their first goal. As the referee signalled the score the crowd cheered themselves hoarse. A few moments later the Germans scored their second goal just before the half time whistle blew.

Transocean Huo Min.

three principal men," and an annuity of £50 to Robertson.

One year's wages each to the keepers at Lavington and at Knockando of three years' service.

And he desired his executors to select special souvenirs for his friends, Sir Walter Glibbey, George Buchanan William Harrison and George Hewitt Manley.

He directed that all benefactions, pensions and annuities which he had been in the habit of giving to poor relations and others should be continued during the lives of the recipients.

The Lavington estate he left to his daughter, Catherine, for life, with remainder to her children, as she may appoint.

Should no children survive her he left the ultimate residue for the promotion of the cure and treatment of cancer.

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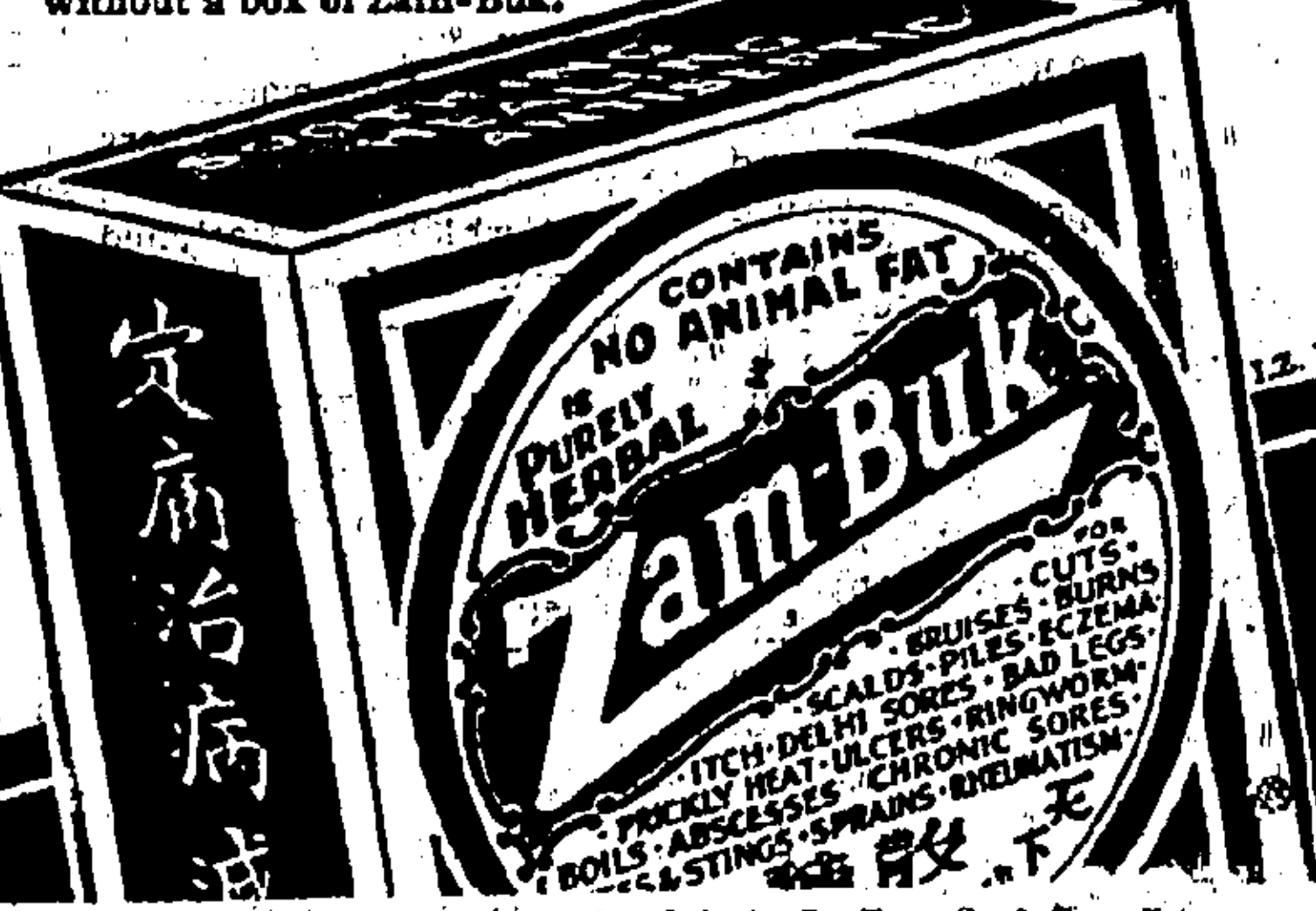
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Around the Courts

CIVIL SERVANT FINED

Before Mr. W. Schofield at the Central Magistracy yesterday Chan Hon-san, a clerk in the Education Department Department was charged with unlawfully committing an act preparatory to exporting raw opium from the Colony to Jamaica, and with unlawfully sending raw opium through the General Post Office to Kingston, Jamaica, on July 28 this year.

Mr. W. J. Lockhart-Smith Assistant Crown Solicitor, conducted the case for the prosecution and defendant was represented by Mr. Leo D'Almada Jr., instructed by Mr. F. H. Loseby, of Messrs. Russ and Co.

Defendant was convicted on the first charge, and fined \$200, while the second charge was dismissed.

LENIENCY ASKED

Mr. D'Almada, addressing Mr. Schofield in mitigation of sentence, said defendant was fifty years old and was born in Jamaica and came to Hong Kong with his wife and nine children, six of whom were still dependant on him. He had been for the last fifteen years in the Education Department, and had a very satisfactory record. His conviction would result in his dismissal from his job, and also the loss of his pension, and this, plus the shame and disgrace to his standing, would be sufficient punishment to him. Defendant had not taken advantage of his position in the Government, and as Mr. Lockhart-Smith and Mr. B. Taylor, the Government Monopoly Analyst, were not understood, pressing for a heavy sentence, he would submit that a fine would meet the case. Mr. Schofield then imposed the fine mentioned above.

Two coolies, Chan Heung, 38, and Wong Kwan, 21, appeared before Mr. Macfadyen at the Central Court yesterday, accused of trespassing in the Kennedy Road revolver range. They pleaded that they went to the spot to dig up lead to sell, as they needed money. Acting Sub-Inspector Smith said there had been complaints of petty thefts from the storeroom on the range, the door of which having been broken open several times. The coolies were bound over for a year.

VERY LAME STORY

Before Mr. W. Schofield at the Central Magistracy yesterday, To Lin, 36, and Chan Wong Ku, 15, were charged with unlawful possession of 2 bed covers, a pair of trousers and a pair of stockings, at Wanchai on October 9. Both accused were discharged with a caution.

It appears that on the day in question at about 9 p.m., a detective was walking along Canal Road when he saw the second defendant walking along Hennessy Road with a parcel in his lower coat pocket. He searched the boy, and found that the parcel was carrying contained a bed cover. Defendant said that he had just redeemed it from a pawn shop. When told by the detective that it was too late for any pawn shops to be open, defendant replied that he was going to sell the article.

The detective then asked him where he got the bed cover from, and he replied that he had been given the article by a man named To Lin, first defendant. The lad took the detective to a house where he saw To Lin who told the detective that he had picked up a parcel containing a bed cover, a pair of trousers and a pair of stockings at the hillside near the Coffee Plantation, and had given them to second defendant to pawn.

His Worship said that the story, although a very lame one may be true and so discharged the two accused with a caution.

DISPUTE OVER A BOILER

At Kowloon Magistracy yesterday Pun Chan-chun, 38, unemployed, was charged with having obtained \$46 from Yip Sing by false pretences. It was alleged that Pun had sold Yip a boiler which did not belong to him. The defendant was discharged while the owners of the boiler, the Wai Woo Machinery Shop, were advised to take civil action.

Detective Sergeant R. Ellis told the Court that about 15 years ago the boiler was purchased by the Wai Woo machinery shop for \$1,600. Five years ago, the boiler was placed on vacant piece of ground at Tai Kok Tsui. On the 15th of this month, the owners went to see if the boiler was still there and found that it had gone. Enquiries were made and it was found in a marine dealer's shop. It was then that Yip Sing, the complainant, stated that he had bought the boiler from defendant for the sum of \$46.

Defendant admitted having sold the boiler to complainant and alleged that he had purchased it from another man, whom he could not find.

Pleading guilty to a charge of having snatched a handbag and its contents, valued at \$11.10, from Miss Lily Wong, of No. 70 Prince Edward Road, first floor, on Saturday, Kam Ngau, 30, unemployed was sentenced to four months' hard labour by Mr. Wynne-Jones at the Kowloon Magistracy yesterday, and ordered to be Shanon stated that complainant was if found unfit, to serve two months' hard labour in default. Inspector given twelve strokes of the birch, or walking along Nathan Road near the Orient Tobacco Company about 9.55 p.m. when defendant came behind her and snatched the bag. An alarm was raised and the man was arrested by a Chinese constable.

Two months' hard labour was passed upon Lam Tak, 23, unemployed, when he appeared before Mr. Wynne-Jones at the Kowloon Magistracy yesterday and pleaded guilty to the theft of a jacket, a cabin key, and four golf tees from private car No. 2504, which was parked outside No. 209 Prince Edward Road on Saturday. Inspector Portallion stated that the thefts were committed, between 3.15 and 4 p.m. last Saturday and two detectives arrested defendant while on patrol at Kowloon City. Defendant admitted a previous conviction for larceny this year. Mr. C. P. Grandgerard, a passenger of the s.s. President McKinley, was the complainant.

Pleading guilty to a charge of having unlawful possession of seven bottles of Chinese wine, Chan Cheung was fined \$20 or one month's hard labour by Mr. W. Schofield yesterday. The accused stated that he was working as a street coolie and carried the bottles for someone.

GERMAN LOAN

Not Possible

(Special Air Mail Service)

London, Sept. 30.

It is now understood that the impending visit of Dr. Schacht, President of the Reichsbank, to London will not be concerned with the question of a new German loan.

During several weeks past inquiries have been made in the City about the chances of a new loan amounting to at least £10,000,000 being floated.

Germany's need of resources wherewith to finance her scheme of rearmament is such that an even fantastic rate of interest apparently did not deter her from inspiring the inquiries aforesaid.

The rumour that the British Government had intervened on diplomatic grounds proves to have been both premature and unnecessary, because the City itself had already made it clear to the German intermediaries that the proposal could not, on technical grounds alone, be entertained. The last German loan, the "Jotash" "sevens," stands at about 60 per cent.

Even if it was agreeable to Berlin it would not be practicable for the public here to be invited to subscribe to a foreign loan bearing interest at 10 per cent. As, therefore, the loan was not possible on financial grounds, there was no occasion for the Government to veto it on other grounds.

H.K. POLICE RESERVES

(ORDERS BY MR. D. BURLINGHAM, INSPECTOR GENERAL OF POLICE.)

CHINESE COMPANY

Strength.—Constable R88 Lau Mang' Siu has been taken on the strength of the Chinese Company, as from 17th October, 1935.

Training Course.—Part II.—All recruits of the Chinese Company who have not yet passed Part II of Training Course will attend at the Chinese Company Headquarters on Tuesday, October 22nd at 17.30 hours for instruction.

INDIAN COMPANY

1st Aid Classes.—All members taking this course will report at the Indian Company Headquarters, 20 Ice House Street, on Tuesday, October 22nd at 18.30 hours for instruction.

Inspection Parade.—All ranks of the Indian Company will parade at Central Police Station on Thursday, October 24th at 17.30 hours under Sub-Inspector R. J. Hunt for a general inspection of equipment etc., by the Company Commander. Dress—White Uniform, Cap with White Cover, Belt with Brace, Truncheon. "Pocket Policeman" and note-book to be carried. The Equipment Officer will make a point of being present.

FLYING SQUAD

Instructional Patrol.—The instructional patrol for members of the Flying Squad will take place on Friday, October 25th at 17.30

Gordon's GIN



THE HEART OF A GOOD COCKTAIL

hours sharp. All members will fall in at Central Police Station at that time. Dress—White Uniform, and Cap with White Cover.

EMERGENCY UNIT RESERVE
Strength.—Constables R429 G. J.

Grover, and R430 W. G. Schnabel have been taken on the strength of the Emergency Unit Reserve, as from 15th October, 1935.

D. L. KING,
D. S. P. (R)
Hong Kong, Monday, Oct. 21st.



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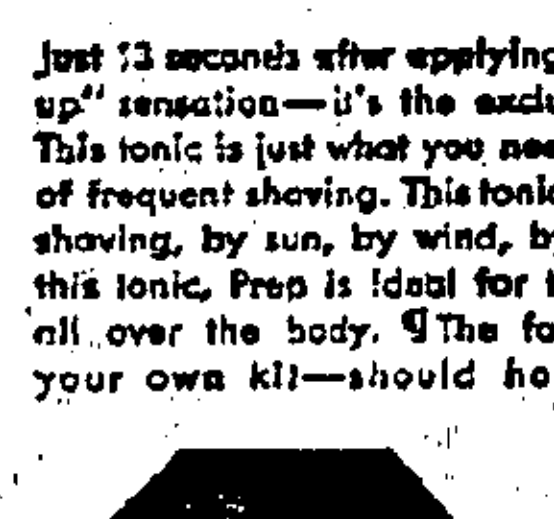
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"I'm sure everyone would be grateful if they only knew that Prep neutralizes body odors—without affecting perspiration."

A. S. V. P. G.—WINDSOR, ONT.

Before using "Prep," my third shave with the same blade would be an uncomfortable job. Now, using "Prep," I am pleased to say, that this morning I got my smoothest comfortable shave with the same blade.

E. L. K.—CHICAGO, ILLINOIS



TAKES AWAY THAT
"TIRED FEELING"

"You will forget in 15 seconds that you were tired—when Prep wakes up the old 'pizzazz'! At any hour!"

"No more painful choppings from winter sports. With plenty of Prep your hands stay soft, smooth, white."

E. H. R.—LOCHMOOR, MICH.



RELIEVES TIRED,
ACHING FEET

"Prep just slaps (as I called it), refreshing, soothing the sore muscles and skin. The skier's delight."

"Prep is the joy of hunter and sportsman—and gardener too!"

Prep will NOT stain Clothing, Sheets or Towels

Obtainable at all Drug & Department Stores \$1.00 per jar.

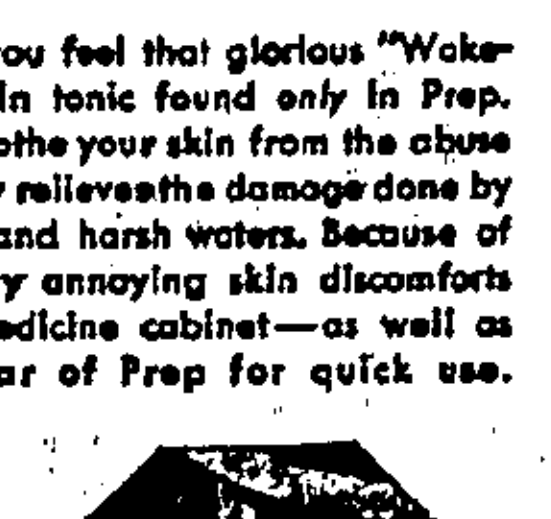
ONE JAR FREE FOR

EVERY JAR PURCHASED

will be allowed to readers returning this advertisement to the

AUW PIT SENG'S TRADING COMPANY, LIMITED, FRENCH BANK BUILDING, HONG KONG

before the 31st. OCTOBER, 1935.



SMOOTHES OUT
CHAPPED SKIN

"A few weeks ago my wife suffered a severe steam burn while removing a roast from the oven—well household remedies were tried without relief. Finally, on a last resort, I tried Prep, and lo! the relief—the relief from pain was immediate—and no blisters."

E. H. R.—LOCHMOOR, MICH.

When she spread Prep over the burn the relief was instant—I went to a dance that night and enjoyed every day of my vacation. Naturally, I'll always have a jar of Prep handy."

E. G.—DETROIT, MICH.



REMOVES STING
OF INSECT BITES

"Prep is the joy of hunter and sportsman—and gardener too!"

Prep will NOT stain Clothing, Sheets or Towels

Obtainable at all Drug & Department Stores \$1.00 per jar.

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before the 31st. OCTOBER, 1935.



COOLS SUNBURN
AND OTHER BURNS

"Both are the same in nature—and Prep, the skin's best healer, gives instant relief. A boon to bathers, cooks."

"A few weeks ago my wife suffered a severe steam burn while removing a roast from the oven—well household remedies were tried without relief. Finally, on a last resort, I tried Prep, and lo! the relief—the relief from pain was immediate—and no blisters."

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When she spread Prep over the burn the relief was instant—I went to a dance that night and enjoyed every day of my vacation. Naturally, I'll always have a jar of Prep handy."

E. G.—DETROIT, MICH.

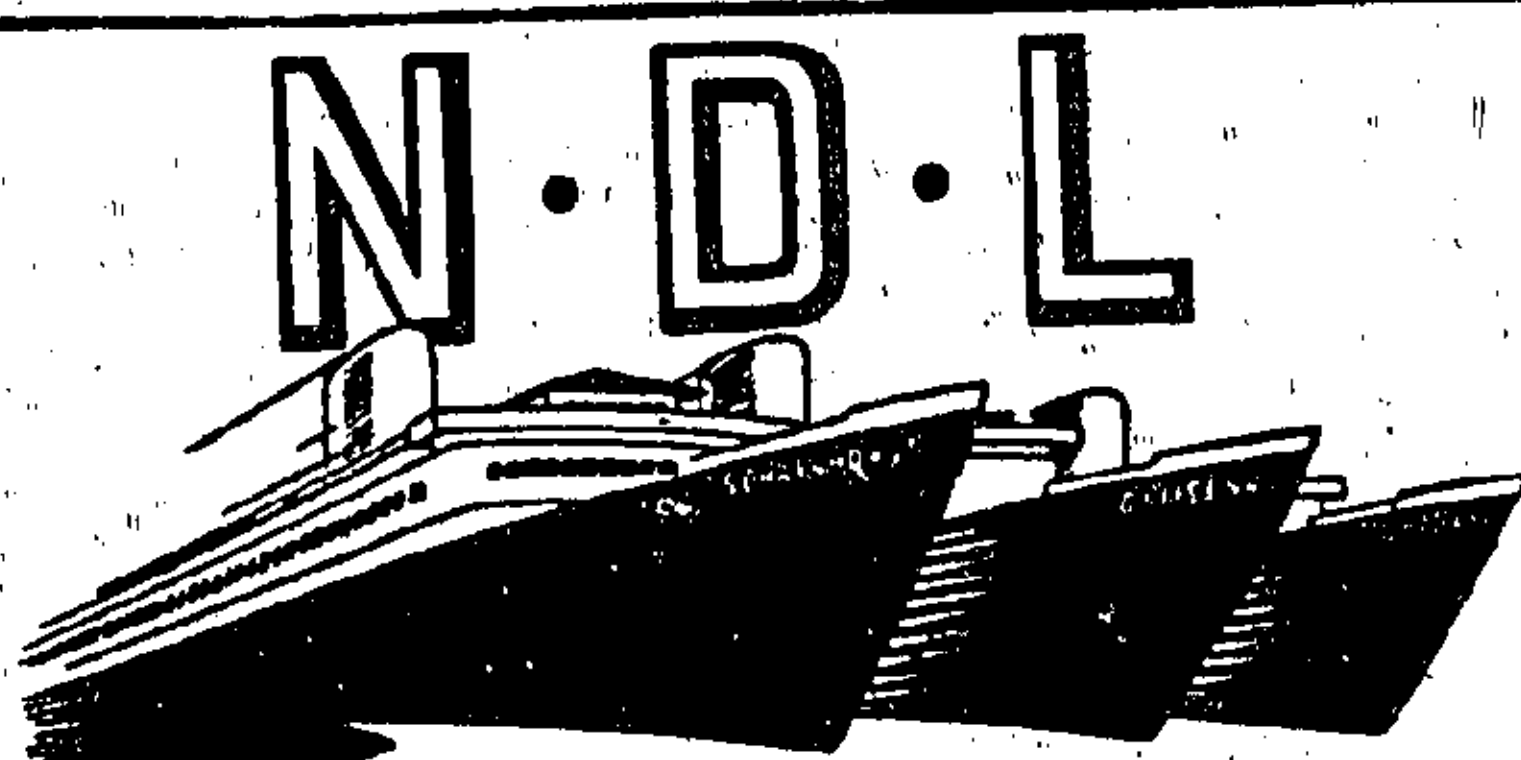


HEALS CHAPPED
OR SCALDED SKIN

"Collets and honeycombed skin—Prep will heal it! Prep will heal you better than any ointment."

"I weigh over 200 pounds. My work requires constant driving. I suffered badly every day for years from chapping. Then I discovered Prep, and gave myself a good rub down. I have had a good rub down."

HENRY W.—DETROIT, MICH.



FAR EAST EXPRESS

PASSENGER AND FREIGHT-SERVICE
EXPRESS STEAMERS

Calling at
Marseilles, Barcelona, Southampton, R'dam, Bremen & H'burg
S.S. SCHARNHORST...Nov. 22nd | S.S. GNFISENAU...Feb. 21st
S.S. POTSDAM...Dec. 27th | S.S. SCHARNHORST...Mar. 27th
S.S. STUTTGART...Jan. 24th | S.S. POTSDAM...Apr. 24th

FREIGHT STEAMERS
S.S. TRIER...Oct. 22nd to M'les, B'ona, C'blanca, C'over, Antwerp, R'dam, H'burg, & Bremen
M.S. HAVEL...Nov. 18th to M'les, B'ona, C'blanca, R'dam, H'burg & Bremen.

ARRIVALS FROM EUROPE
S.S. Dorn...Oct. 31st | S.S. Franken...Nov. 13th
S.S. Scharnhorst...Nov. 5th | S.S. Saar...Dec. 5th

HONGKONG/SOUTH SEA ISLANDS SERVICE
S.S. BREMERHAVEN...24th Oct. to Kavieng, Rabaul, Tulagi, etc.
S.S. FRIDERUN...1st Dec. to Madang, Salamaua, Rabaul, etc.
Subject to Alteration without Notice.

For Passage and Freight apply to:
NORDDEUTSCHER LLOYD BREMEN
Agents:
MELCHERS & CO.
Queen's Building, Connaught Rd. Telephone 26378.
CANTON AGENTS: JEBSEN & CO., Shamwan, H.K.

BALI & JAVA

On Home leave why not visit BALI & JAVA—the Isles of Romance and Beauty. Through fares to Europe by steamer all the way or by steamer and aeroplane combined. Special reduced round trip fares. Through fares to Australia and South Africa.

TO BATAVIA DIRECT
S.S. "TJISONDARI"
22nd October, 9 a.m.
Launch Blak Pier 8:30 a.m. Launch Folio Pier 8:45 a.m.

TO MANILA, MAKASSAR, BALI & SOERABAYA
M.S. "TJISADANB"
29th October, 9 a.m.
Launch Blak Pier 8:30 a.m. Launch Folio Pier 8:45 a.m.

TO AMOY & SHANGHAI
M.S. "TJINEGARA"
31st October.
October to March
Special Reduced
Winter Round-Trip Fare
Hongkong/Batavia/Hongkong.
H.K.\$275.

For further information apply:
Thos. Cook & Son, Ltd.
American Express Co., Inc.
American Lloyd
Holland-China Trading Co., Canton.
China Travel Service, Hong Kong & Canton.
JAVA-CHINA-JAPAN LINE.
York Building. Tel. 28015.

CHINA'S FOREIGN TRADE

Shanghai, Oct. 1.
The Chinese Maritime Customs report for August shows that both exports and imports registered a slight decrease. Cotton imports showed a marked drop in August due largely to the improved and increased cotton crops in North China, while cotton exports for the same month increased.
Rice imports also took a drop, but this has become a serious problem in China. The Italian Abyssinian situation is causing considerable apprehension in many countries and Siam and other rice-producing countries have decided to concentrate their rice supplies. China has been hard hit by the floods this year and there is no hope of salvaging the rice crops in the affected areas. The food supply problem has consequently become an acute one in this country.
Machinery imports during August showed an increase of \$7,000,000 over July, indicating a bigger future for Chinese industry.—China United Press—(by mail).

H.K. SHAREBROKERS' ASSOCIATION

BUYERS
Banks, \$1030.
Bank of East Asia, \$62.
Canton Insec, \$180.
H.K. Fires, \$177.
Douglases, \$35.
Steamboats, \$3.
Beng. Exports, \$1 cts.
Big Wedge, 8 cts.
Gold Rivers, 5 cts.
Salacots, 14 cts.
Hotels, \$3.05.
Lands, \$244.
Humphreys, \$71.
Providents (old), 50 cts.
Lights, \$8.10.
Electrics, \$524.
Telephone (old), \$17.80.
Canton Ice, \$11.
Ropes, \$1.90.
Dairy Farms, \$14.80 CD.
Watsons, \$3.
Gold Bonds, 89%.
Govt. Loan 4%, 5%.
Govt. Loan 3 1/2%, 4%.

SELLERS
Lights, \$8.10.
Electrics, \$53.

H. K. STOCK EXCHANGE

SATURDAY'S OFFICIAL QUOTATIONS

The undertone continue very firm with a steady demand for favourite counters. Banks were put through at \$1040 and a few Unions at quoted rates. China Light are wanted at \$8.10 and Hotels at \$3.10 with business done.

BUYERS

Bank of East Asia, \$60
Canton Insec, \$180.
Wharves (old), \$68.
Providents (old), 45 cts.
Ewo Cottons, Sh. \$54.
Hotels, \$3.10.
H.K. Lands, \$244.
Humphreys, \$71.
China Lights, \$8.10.
Electrics, \$524.
Telephones (old), \$17.80.
H.K. Ropes, \$1.90.
Dairy Farms, \$14.80.
Govt. 4% Loan, 5% Prem.
Govt. 3 1/2% Loan, par.

SELLERS

Telephones (new), \$64.
Constructions (new), 25 cts.

SALES

Hong Kong Banks, \$1040.
Wharves (old), \$68.
China Lights, \$8.10/8.20.
Electrics, \$53.
Telephones (old), \$18.
Dairy Farms, \$15.
Sinceres, \$1.60.

THE EXCHANGE MARKET

MESSRS. ROZA BROS

The price for Ready silver was unchanged over the week-end but the Forward rate rose 1/16, the quotation being 29 5/16 for both deliveries. Advances reported America and India as having bought China sold. The market closed steady.

In America the rate was unchanged at 65 1/2 for spot. The London/New York cross-rate was higher at 4.914 and the New York/London rate rose 1 cent to 4.917.

Market

Opened uncertain but subsequently steadied up slightly. Later the selling rate receded 1/16, the tone however was steady.

Sterling

A small business was done shortly after the opening at 2/0 3/16 for January delivery. The market then steadied up to 2/0 4/16 at which rate, some business was done for near and forward. Later a slight re-action took place and offers at 2/0 3/16 were accepted for near and December, closing at 1 p.m. with sellers at 2/0 3/16 for near and forward, buyers at 2/0 4/16 for any delivery.

U.S. Dollars

Business was done shortly after the opening at 49 1/2 for November delivery. The market then eased off slightly and 49 9/16 was arranged for December followed by transactions at 49 1/2 for December and 49 9/16 for cash. The market closed at 1 p.m. with sellers at 49 9/16 for near and 49 1/2 for November, buyers at 49 1/2 for cash, and probably 49 1/2 for December.

Shanghai Dollars

Sellers were quoted at 136 1/2 for spot.

Shanghai Market

Quiet. Sellers were indicated at 1/5 11/16 for spot. The lowest rate reported was 1/5 1/16. The market closed with sellers at 1/5 11/16 for spot.

U.S. Dollars—Opened with sellers at 36 1/2 and then receded to 36 3/16. The market closed a shade steadier at 36 1/2 for spot.

IN THE AFTERNOON

The market was very erratic in the afternoon.

Sterling

In Sterling business was done 2/0 3/16 for October/November finishing with sellers at 2/0 3/16 for October/November and 2/0 4/16 for December/January, buyers at 2/0 4/16 for October/November and 2/0 3/16 for December/January.

U.S. Dollars

The market closed with sellers at 49 9/16 for near and probably forward, buyers at 49 1/2 for forward and probably near.

LONDON EXCHANGE RATES

(British Wireless Service)

	October 17.	October 19.
Paris	74 45/64	9/16
Geneva	15.13	15.10
Berlin	12.24	12.21 1/2
Athens		
Milan	60 5/16	60 1/2
Shanghai	1/5 11/16	1/5 1/2
New York	4.92 1/2	4.91 7/16
Amsterdam	7.28 1/2	7.24 1/2
Vienna		11 1/2
Prague	11 1/2	38
Bucharest		
Madrid	38	38
Lisbon		
Hong Kong	2/0 4/16	29.21
Brussels	29.26	
Montevideo		
Belgrade		
Montrai	4.99	4.90 1/2
Yokohama		1/2 3/64
Haiphong		
Rio		
Buenos Aires	29 5/16	
Silver (Spot)	29 5/16	29 5/16
Silver (Forward)	31 1/2 103 1/2	
War Loan		

Closing Quotations

October 21, 1935.		October 21, 1935.	
On London:		On New York:	
Telegraphic Transfer	13 1/2	Bank Bills, on demand	49 1/2
Bank Bills, on demand	13 1/2	Credits, 60 days' sight	5 1/2
Bank Bills, 4 months'	13 1/2	On Batavia:	
sight	13 1/2	On demand	74
Credits, four months'	13 1/2	On Paris:	
sight	13 1/2	Bank Bills, on demand	74 1/2
On Shanghai:		Credits, 4 months' sight	77 1/2
On demand	45	On Saigon:	
On Singapore:		On demand	74 1/2
On demand	74 1/2	On Manila:	
On Japan:		On demand	9 1/2
On demand	170 1/2	On Bangkok:	
On India:		On demand	9 1/2
Telegraphic Transfer	13 1/2	SOVEREIGNS, Bank Buying	
Bank, on demand	13 1/2	Rate	9 1/2
		BAR SILVER, per oz.	59 1/2 1/16

NEW YORK STOCK EXCHANGE

(Through Reuters Agency)

QUOTATIONS

	High	Low	Close	Today's	Change
New York/London Cross-rate	4.92	4.91 1/2	4.91 1/2	4.91 1/2	.01-up Quiet
New York Cotton—Oct.	10.49	10.44	10.48	10.48	.03 off
New York Rubber—Dec.	13.16	13.01	13.12	13.07	.06 off
Chicago Wheat—Dec.	101	99 1/2	102 1/2	100 1/2	1 1/2 off
Chicago Corn—Dec.	58 1/2	58 1/2	58 1/2	58 1/2	off
Chicago Soybean—Dec.	—	—	65.45	65.45	unchanged
Montreal Silver—Dec.	—	—	65 1/2	65 1/2	unchanged
Silver—Official	—	—	—	—	—

	High—1934/35	Low: Oct. 19.	Oct. 19.	Change
Dow Jones Averages	137.15	84.58	136.13	137.09 1.96 up
30 Industrial	52.96	7.11	33.37	33.73 .38 up
20 Rail	31.03	14.39	25.70	25.11 .41 up
20 Utilities	97.47	84.73	95.60	95.73 .13 up
40 Bonds	65.25	41.88	57.00	56.54 .46 off
11 Commodity Index	—	—	—	—

Business Done:—\$90,000 shares.

Stock & Div.	Last Sale	Oct. 18	Oct. 19	Stock & Div.	Last Sale	Oct. 18	Oct. 19
Adams Express	8 1/2	8 1/2	8 1/2	Gold Dust (120)	162	162	162
Amer. Can (4)	142 1/2	142 1/2	142 1/2	Goodyear	17 1/2	17 1/2	17 1/2
Am. Cyanamid (B)	—	—	—	Int. Cement	30 1/2	30 1/2	30 1/2
(25c)	27 1/2	27 1/2	27 1/2	Int. Nickel (60)	9 1/2	9 1/2	9 1/2
Am. For. Pwr. \$7 1/2	5 1/2	5 1/2	5 1/2	Int. Tel. & Tel.	8 1/2	8 1/2	8 1/2
Am. For. Pwr. \$7 1/2	5 1/2	5 1/2	5 1/2	Johns Manville	25 1/2	25 1/2	25 1/2
Am. Locomotive	30 1/2	32	32	Kennecott (15)	47 1/2	48 1/2	48 1/2
Am. Radiator	17 1/2	17 1/2	17 1/2	Loew's (1)	25	25 1/2	25 1/2
Am. Smelting	52	52 1/2	52 1/2	Lorill (120)	9 1/2	9 1/2	9 1/2
Am. T. and T. (9)	140 1/2	141 1/2	141 1/2	Mont. Ward	32	32 1/2	32 1/2
Am. Tob "B" (5)	103 1/2	103	103	Nat. City Bk. (1)	27 1/2	28 1/2	28 1/2
Am. Waterworks (1)	16 1/2	17	17	Nat. Da. P. (120)	17 1/2	17 1/2	17 1/2
Am. Waterworks \$6	89 1/2	90 1/2	90 1/2	Nat. Distillers	31 1/2	32 1/2	32 1/2
pref (6)	89 1/2	90 1/2	90 1/2	Nat. Pwr. Lt. (80)	9	9 1/2	9 1/2
Anaconda Copper	21 1/2	21	21	N.Y. Central	21 1/2	22 1/2	22 1/2
Atch. T. and S. F.	—	—	—	N. Amer. (50c 4 1/2)	20	20 1/2	20 1/2
(25c)	46 1/2	47	47	Pac. Gas (150)	27 1/2	27 1/2	27 1/2
Auburn Automobile	42	44 1/2	44 1/2	Pac. Lng. (3)	44	44 1/2	44 1/2
Baltimore & Ohio	14 1/2	14 1/2	14 1/2	Packard Motors	6 1/2	6 1/2	6 1/2
Bethlehem Steel	37 1/2	39 1/2	39 1/2	Penn. Rly. (1)	28 1/2	28 1/2	28 1/2
Boeing Airplane	15 1/2	16	16	Phll. P'tro (1)	29 1/2	30 1/2	30 1/2
Borden Co. (160)	—	—	—	Pub. Ser. N.J. (280)	40 1/2	40 1/2	40 1/2
Borg. Warner (14c)	87	93 1/2	93 1/2	Radio Corp.	7 1/2	8 1/2	8 1/2
Case	—	—	—	Ray. Tob "B" (3)	58 1/2	58 1/2	58 1/2
Canadian Pacific	9 1/2	9 1/2	9 1/2	Schenley	48 1/2	50 1/2	50 1/2
Caterpillar Tract	54 1/2	54 1/2	54 1/2	Sears Roebuck	57	58 1/2	58 1/2
Ch. Nat. Bk. (140)	30 1/2	30 1/2	30 1/2	Soc.-Vac. (80)	11 1/2	11 1/2	11 1/2
C'Peake Corp. (250)	43 1/2	44 1/2	44 1/2	Srn. Cal. Ed. (150)	22 1/2	22 1/2	22 1/2
C'Peake Corp. (250)	43 1/2	44 1/2	44 1/2	Southern Pacific	17 1/2	18 1/2	18 1/2
Ohio (280)	44	44 1/2	44 1/2	Stan. Brands (1)	14	14 1/2	14 1/2
Chrysler (1d)	80 1/2	81 1/2	81 1/2	Stan. Gas	3 1/2	3 1/2	3 1/2
Col. Gas & Elec.	12 1/2	13 1/2	13 1/2	Sta. Oil N.J. (1)	45	45 1/2	45 1/2
Comm. Solv. (60)	18 1/2	18 1/2	18 1/2	Ster. Pro. (280)	83 1/2	83 1/2	83 1/2
Comm. Strn. \$6	1 1/2	2	2	Studebaker Corp.	20 1/2	20 1/2	20 1/2
Cons. Oil (28)	58	56	56	Texas G. Sulph. (2)	30 1/2	31 1/2	31 1/2
cum. Pl. (6)	27 1/2	28 1/2	28 1/2	Transamerica (12 1/2)	8	8	8
Cons. Gas. N.Y. (2)	7 1/2	8 1/2	8 1/2	Un. Car. and Carb	—	—	—
Cont. Oil (25)	20 1/2	21	21	(140)	70 1/2	71 1/2	71 1/2
Corn Prod (3)	61 1/2	62 1/2	62 1/2	Un. Pac. Rlys. (6)	93 1/2	94 1/2	94 1/2
Douglas Aircraft	31 1/2	32 1/2	32 1/2	Un. Aircraft Corp.	20 1/2	21 1/2	21 1/2
Du Pont (240 1/2)	134	135 1/2	135 1/2	Un. Air Line Trans.	9 1/2	10	10
Elec. Bond & Share	11 1/2	12 1/2	12 1/2	United Corp.	4 1/2	4 1/2	4 1/2
Elec. Bond \$5 Pl. (5)	61 1/2	62 1/2	62 1/2	Unl. Gas Impr. (120)	16 1/2	16 1/2	16 1/2
Elec. Bond \$6 Pl. (6)	61 1/2	62 1/2	62 1/2	Univ. Leaf Tob. (2)	63 1/2	64 1/2	64 1/2
Fox Film "A"	—	—	—	U.S. Indus. Alcohol	40 1/2	40 1/2	40 1/2
Gen. Elec. (50)	33 1/2	34 1/2	34 1/2	U.S. Rubber	18 1/2	18 1/2	18 1/2
Gen. Foods (180)	34	34	34	U.S. Steel	44 1/2	46 1/2	46 1/2
Gen. Motors (1d)	48 1/2	48 1/2	48 1/2	Vandium	17	18 1/2	18 1/2
Gen. Rly. Sigs (1)	30 1/2	31 1/2	31 1/2	Warner Bros. Pict.	7 1/2	7 1/2	7 1/2
				West E. & M. (85)	84	87 1/2	87 1/2
				Call Money	1 1/2	1 1/2	1 1/2

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1 possible indication

HAMBURG-AMERIKA LINIE

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Through bookings to America via Europe and Europe via America.
Bookings around the world. — Through bookings to London.

OUTWARD SAILINGS

* m.s. "BURGENLAND" for Shanghai, Dairen, Taku, Kobe, Osaka, Yokohama, Nagoya... 24th Oct.
* s.s. "NEUMARK" for Shanghai, Dairen, Taku, Kobe, Osaka, Yokohama, Nagoya... 3rd Nov.
* s.s. "OLDENBURG" for Shanghai, Y'ham, Kobe, Osaka, Dairen, Taku, Tsingtau... 24th Nov.

HOMeward SAILINGS

* m.v. "SAUERLAND" for Barcelona, Rotterdam, Hamburg... 8th Nov.
* m.v. "BURGENLAND" for Antwerp, Rotterdam, Hamburg... 24th Nov.
+ Passenger Vessel. * Limited Passenger Accommodation.

For further particulars and passage fares, etc. apply to:—

HAMBURG-AMERIKA LINIE
JEBSEN & CO., Agents,
12, Pedder Street, Tel. 23863.

CANTON AGENTS:
CARLOWITZ & CO., Shamwan Road.

ECONOMIC ASSOCIATION

CHINA NAVIGATION COMPANY, LIMITED

AMOI, SWATOW & SINGAPORE	"ANSEUN"	On 22nd Oct. 8 a.m.
SWATOW, NINGBO, SHANGHAI, ANTOU & NEWBORG	"LIANGHONG"	On 22nd Oct. Noon
HOIHOW, PAKHOI & HAIPHONG	"SOOCHOW"	On 22nd Oct. 3 p.m.
SWATOW, FOCHOW, TIENTSIN, CHIAOFOO & TIENTSIN	"CHUNGKING"	On 23rd Oct. 10 a.m.
AMOI & SHANGHAI	"YUNNAN"	On 23rd Oct. 5 p.m.
SWATOW, SHANGHAI, TIENTSIN, CHIAOFOO & TIENTSIN	"LUCHOW"	On 25th Oct. 10 a.m.
HOIHOW, PAKHOI & HAIPHONG	"KIUNGCHOW"	On 25th Oct. 3 p.m.
AMOI & SHANGHAI	"KAYING"	On 26th Oct. 5 p.m.
SWATOW & SHANGHAI	"SUIYANG"	On 27th Oct. 8 a.m.
SWATOW & SHANGHAI	"KWIYANG"	On 28th Oct. Noon
SWATOW & SHANGHAI	"STEAMER"	On 29th Oct. 10 a.m.
HOIHOW, PAKHOI & HAIPHONG	"SINKIANG"	On 29th Oct. 3 p.m.
SWATOW, FOCHOW, TIENTSIN, CHIAOFOO & TIENTSIN	"YUNNAN"	On 31st Oct. Noon
AMOI & SHANGHAI	"TAIYUAN"	On 30th Oct. 3 p.m.
SWATOW, SHANGHAI, TIENTSIN, CHIAOFOO & TIENTSIN	"HUIHOW"	On 1st Nov. 10 a.m.
HOIHOW, PAKHOI & HAIPHONG	"KWANGTUNG"	On 1st Nov. 3 p.m.
AMOI & SHANGHAI	"KINGYUAN"	On 2nd Nov. 5 p.m.
SWATOW & SHANGHAI	"SUNNING"	On 3rd Nov. 8 a.m.
SWATOW & SHANGHAI	"KWANGHONG"	On 4th Nov. Noon
SWATOW, FOCHOW & SHANGHAI	"SOOCHOW"	On 5th Nov. 10 a.m.
HOIHOW, PAKHOI & HAIPHONG	"SZECHUEN"	On 5th Nov. 3 p.m.
SWATOW, FOCHOW, TIENTSIN, CHIAOFOO & TIENTSIN	"CHENGTOU"	On 6th Nov. 10 a.m.
AMOI & SHANGHAI	"SINKAN"	On 6th Nov. 3 p.m.

For Freight or Passage apply to BUTTERFIELD & SWIRE Agents, Telephone 30331.

TELEGRAMS AND CABLES CAN BE OBTAINED AT THE OFFICE OF BUTTERFIELD & SWIRE.

TRAVEL A.O. LINE

To AUSTRALIA. Call at: Manila, Thursday, 11 a.m. Townsville, Brisbane, Sydney and Melbourne.	
BRITISH STEAMERS: CHANGTAE & TAIPING (ONL)	
FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE	
OPEN AIR SWIMMING POOL	
ELECTRIC LAUNDRY, BARBER SHOP, SUNDRIES & STEWARDESS CARRIED	
Enjoy Your Leave in Australia and New Zealand. Hong Kong to Sydney - 19 days	
FIRST CLASS FARE TO SYDNEY 47/- RETURN	
LONDON (via Australia) from £127-15-0	
(Australian Newspapers on file)	
STEAMERS: 1st Nov. 4 Nov. 7 Nov. 2 Dec.	
CHANGTAE 10 Dec. 17 Dec. 20 Dec. 5 Jan.	
TAIPING 3 Jan. 10 Jan. 13 Jan. 29 Jan.	
CHANGTAE 11 Feb. 18 Feb. 21 Feb. 8 Mar.	

AUSTRALIAN-ORIENTAL LINE, LIMITED

Sailings subject to alteration without notice.

For Freight or Passage, apply to: BUTTERFIELD & SWIRE, Agents, HONG KONG, CHINA & JAPAN.

Telephone 30333.

MAERSK LINE

Fast regular FREIGHT and PASSENGER SERVICE

via Shanghai, and Japan

LOS ANGELES, PANAMA, NEW YORK, BOSTON, PHILADELPHIA & BALTIMORE.

If sufficient inducement offers also other ports of call.

Arrivals from U.S.A. Sailings to U.S.A.

1st Nov. ... M.V. "PETER MAERSK" ... 9th Nov.

19th Nov. ... M.V. "NIEL MAERSK" ... 26th Nov.

19th Nov. ... M.V. "ANNA MAERSK" ... 3rd Jan.

(All dates are subject to alteration without notice.)

EXCELLENT ACCOMMODATION FOR PASSENGERS

AT MODERATE RATES.

For Freight and Passage please apply to:

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Canton, Shantou, B.C. Agents. Hong Kong, Pedder Building

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PRINCE LINE - SILVER LINE

JOINT SERVICE

REGULAR SAILINGS

TO

HALIFAX (NOVA SCOTIA CANADA), BOSTON AND NEW YORK.

(via CAPE OF GOOD HOPE or PANAMA until further notice)

M.V. "SILVERPRESS" ... Oct. 27th

M.V. "SILVERWALNUT" ... Nov. 24th

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

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FURNESS (FAR EAST) LTD.

(Incorporated in Great Britain.)

King's Building. Telephone: 23165. Telegram: Furnprince.

DOUGLAS STEAMSHIP CO., LTD.

SWATOW-HONGKONG SERVICE

Sailings: Sundays and Wednesdays at 4 p.m.

S.S. SEITAN Wednesday, 29th Oct.

S.S. SEITAN Thursday, 27th Oct.

Subject to alteration without notice.

All Arrivals and Departures from the Company's Wharf (near Blake Pier)

ROUND-TRIP TICKETS are issued from HONGKONG TO FOCHOW

(via Amoy) and return by the same steamer at the reduced rate of \$100,

including meals while the steamer is at Coast Ports.

CANTON-HONGKONG-HOIHOW-PAKHOL

A Regular Service is maintained by the

S.S. HAINING

For Particulars of Freight and Passage apply to:

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General Managers. Tel. Nos. 29027 and 29028.

P. & O. Building.

ADVERTISED SAILING FROM HONG KONG

NORTHWARD

FROM HONG KONG TO COAST PORTS AND JAPAN.

Amoy.

Anshun, B. & S., October 22.

Haiyang, Douglas, October 22.

Tainan, B. & S., October 23.

Haitan, Douglas, October 23.

Kaying, B. & S., October 23.

Hozan Maru, O.S.K., October 27.

Haining, Douglas, October 27.

Fukoku Maru, O.S.K., October 31.

Sirihana, B.I. (Apar), October 31.

Tjinegara, J.C.J. Line, October 31.

Hossag, Jardine's, November 1.

Kingyuan, B. & S., November 2.

Canton Maru, O.S.K., November 3.

Kunwang, Jardine's, November 10.

Antang.

Liaochow, B. & S., October 22.

Chetco.

Chungking, B. & S., October 22.

Fooshing, Jardine's, October 24.

Yunnan, B. & S., October 30.

Luchow, B. & S., October 25.

Hoihow, B. & S., November 1.

Dalry.

Burgeland, Jensen's, October 24.

City of Wellington, Bank Line, Oct. 24.

Donau, Melchers', November 1.

Aeneas, B. & S., November 12.

Perseus, B. & S., November 12.

Franken, Melchers', November 13.

Poochow.

Haiyang, Douglas, October 22.

Chungking, B. & S., October 23.

Fooshing, Jardine's, October 24.

Haitan, Douglas, October 25.

Suiyang, B. & S., October 27.

Haining, Douglas, October 27.

Yunnan, B. & S., October 30.

JAPAN (Direct).

Taihybin, B. & S., October 22.

Havama Maru, O.S.K., October 23.

Kwanato Maru, O.S.K., October 25.

Hossag, Jardine's, November 1.

Bokuyo Maru, N.Y.K., November 9.

Kinai Maru, O.S.K., November 11.

Kunwang, Jardine's, November 10.

Keelung.

Hozan Maru, O.S.K., October 27.

Canton Maru, O.S.K., November 3.

Neijima Maru, N.Y.K., November 4.

Jeff Davis, States Co., November 15.

Taiyang, Dodwell's, November 18.

Newchwang.

Liaochow, B. & S., October 22.

Ningpo.

Liaochow, B. & S., October 22.

Shanghai and Japan.

Terukuni Maru, N.Y.K., October 22.

President Taft, Dollar's, October 23.

Burgeland, Jensen's, October 24.

City of Wellington, Bank Line, Oct. 24.

Pres. McKinley, A.M. Line, Oct. 26.

City of Wellington, Bank Line, Oct. 28.

Menestheus, B. & S., October 28.

Asama Maru, N.Y.K., October 30.

Bangalore, B. & S., October 31.

Sirihana, B.I. (Apar), October 31.

Corfu, P. & O., November 1.

Donau, Melchers', November 1.

Emp. of Japan, C.P.S., November 1.

Malaya, E.A. Co., November 1.

Chenoucaux, Messageries', Nov. 2.

Conte Rosso, Lloyd Triestino, Nov. 2.

Pres. Hoover, Dollar's, November 2.

Tanda, B. & S., November 3.

Neumark, Jensen's, November 4.

Neijima Maru, N.Y.K., November 4.

Scharhorst, Melchers', November 5.

Malaya, E.A. Co., November 7.

Tancred, Thoresen's, November 7.

Hakusan Maru, N.Y.K., November 8.

General Pershing, States Co., Nov. 9.

Peter Maersk, Jensen's, November 9.

Perseus, B. & S., November 12.

Franken, Melchers', November 13.

President Grant, A.M. Line, Nov. 13.

Takada, B.I. (Apar), November 14.

Emp. of Asia, C.P.S., November 15.

Ranchi, P. & O., November 15.

Taiyang, Dodwell's, November 18.

SHANGHAI AND VIA PORTS.

Liaochow, B. & S., October 22.

Fooshing, Jardine's, October 22.

Tainan, B. & S., October 23.

Taihybin, B. & S., October 24.

Luchow, B. & S., October 25.

Sandviken, Jardine's, October 25.

Kaying, B. & S., October 25.

Suiyang, B. & S., October 27.

Taksang, Jardine's, October 27.

Daviken, Jardine's, October 30.

Taiyuan, B. & S., October 30.

Tjinegara, J.C.J. Line, October 31.

Donau, Melchers', November 1.

Hoihow, B. & S., November 1.

Conte Rosso, Lloyd Triestino, Nov. 2.

Kingyuan, B. & S., November 2.

Chaksang, Jardine's, November 3.

Sunning, B. & S., November 3.

Aeneas, B. & S., November 12.

Franken, Melchers', November 13.

Swatow.

Anshun, B. & S., October 22.

Haiyang, Douglas, October 22.

Liaochow, B. & S., October 22.

Chungking, B. & S., October 23.

Seistan, Douglas, October 23.

Fooshing, Jardine's, October 24.

Haitan, Douglas, October 25.

Luchow, B. & S., October 25.

Sandviken, Jardine's, October 25.

Hellios, Thoresen's, October 27.

Seistan, Douglas, October 27.

Taksang, Jardine's, October 27.

Kwayang, B. & S., October 28.

Haining, Douglas, October 28.

Daviken, Jardine's, October 30.

Yunnan, B. & S., October 30.

Hoihow, B. & S., November 1.

Chaksang, Jardine's, November 3.

Sunning, B. & S., November 3.

Peter Maersk, Jensen's, November 9.

Taku.

Burgeland, Jensen's, October 24.

City of Wellington, Bank Line, Oct. 24.

Donau, Melchers', November 1.

Aeneas, B. & S., November 12.

Franken, Melchers', November 13.

Tientsin.

Chungking, B. & S., October 23.

Fooshing, Jardine's, October 23.

Luchow, B. & S., October 25.

Hoihow, B. & S., November 1.

Eastward

FROM HONG KONG TO NORTH AND SOUTH AMERICA

Malaya.

President Taft, Dollar's, October 23.

Asama Maru, N.Y.K., October 30.

Pres. Hoover, Dollar's, November 2.

Bokuyo Maru, N.Y.K., November 9.

Peter Maersk, Jensen's, November 9.

Jeff Davis, States Co., November 15.

Taiyang, Dodwell's, November 18.

Baltimore.

Peter Maersk, Jensen's, November 9.

Jeff Davis, States Co., November 15.

Boston and New York.

President Taft, Dollar's, October 23.

Kwanato Maru, O.S.K., October 25.

Pres. Hoover, Dollar's, November 2.

Neijima Maru, N.Y.K., November 4.

Peter Maersk, Jensen's, November 9.

Kinai Maru, O.S.K., November 11.

Jeff Davis, States Co., November 15.

Taiyang, Dodwell's, November

CANADIAN PACIFIC

CHRISTMAS HOLIDAY CRUISE

TO MANILA AND RETURN

EMPRESS OF JAPAN

£15 FIRST CLASS £11 TOURIST CLASS

FRIDAY, DEC. 20—LEAVE HONG KONG AT 5.00 P.M.

SATURDAY, DEC. 21—EN ROUTE

SUNDAY, DEC. 22—ARRIVE MANILA IN MORNING

MONDAY, DEC. 23—IN MANILA

TUESDAY, DEC. 24—IN MANILA

WEDNESDAY, DEC. 25—LEAVE MANILA IN AFTERNOON

THURSDAY, DEC. 26—EN ROUTE

FRIDAY, DEC. 27—ARRIVE HONG KONG EARLY MORNING.

Full information from your own Agent or

CANADIAN PACIFIC

Telephone: Passenger 20752. GACANPAO: Passenger Dept. Freight 20042. NANTILUS: Freight Dept. Canton Agents: JARDINE, MATHESON & CO. LTD.



GENERAL PASSENGER AGENTS IN THE ORIENT FOR CUNARD WHITE STAR LINE.

SAN FRANCISCO via Shanghai, Japan Ports and Honolulu. ASAMA MARU ... Wednesday, 30th Oct. TAIYO MARU ... Wednesday, 12th Nov. CHICHIBU MARU ... Wednesday, 27th Nov.

SEATTLE & VANCOUVER. HIVE MARU ... (Starts from Kobe) Saturday, 9th Nov. HEIAN MARU ... (Starts from Kobe) Saturday, 23rd Nov.

LONDON, MARSEILLES, ANTIWERP, ROTTERDAM. RUWA MARU ... Saturday, 26th Oct. FUSHIMI MARU ... Saturday, 9th Nov. HAKOZAKI MARU ... Saturday, 23rd Nov.

SYDNEY & MELBOURNE via Manila and Ports. KAMO MARU ... Saturday, 26th Oct. KITANO MARU ... Saturday, 23rd Nov.

BOMBAY via Singapore, Penang and Colombo. MATEBASHI MARU ... Monday, 28th Oct. TOTOKI MARU ... Tuesday, 11th Nov. GINYO MARU ... Tuesday, 11th Nov.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama. BOKUYO MARU ... Saturday, 9th Nov.

NEW YORK via Panama. NOJIMA MARU ... Monday, 4th Nov. NOTO MARU ... Friday, 15th Nov.

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus. Genoa and Valencia. TOYOOKA MARU ... Sunday, 10th Nov.

CALCUTTA via Singapore, Penang and Rangoon. TOKUSHIMA MARU ... Tuesday, 29th Oct. TSUSHIMA MARU ... Friday, 8th Nov. PENANG MARU ... Friday, 15th Nov.

SHANGHAI, KOBE & YOKOHAMA. TERUKUNI MARU ... Tuesday, 22nd Oct. ANYO MARU ... Monday, 23rd Oct. HAKUSAN MARU ... Friday, 8th Nov.



FRENCH MAIL STEAMERS

To SHANGHAI—KOBÉ. To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.

CHENONCEAUX ... 2nd No. 16th Nov. D'ARTAGNAN ... 30th Nov. ATHOS II ... 30th Nov. PRESIDENT DOUMER ... 13th Dec. ANDRE LEBON ... 25th Dec. JEAN LABORDE ... 10th Jan. 1936.

MARSEILLE JOFFRE ... 22nd Oct. SEBASTIAN ... 16th Nov. CHENONCEAUX ... 19th Nov. D'ARTAGNAN ... 3rd Dec. ATHOS II ... 17th Dec. PIERRE DOUMER ... 31st Dec.

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port Said or Djibouti. For Full Particulars apply to—Cie. Des MESSAGERIES MARITIMES, 3, Queen's Building, 13, Telephone 26627.

Shipping News

Daily Statement, Clearances, Ships in Harbour, etc.

YESTERDAY'S FREIGHT RETURNS

IMPORTS 2,400 TONS; THROUGH CARGO 4,400 TONS

The returns, shown at the Harbour Office of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:

British	Cargo for Through	H.K. Ports
Liangchow, Canton	183	
Soochow, Canton	292	
American Pres. Taft, Manila	387	2,314
Dutch Tjilondan, Amoy	57	718
Norwegian Hellos, Syatow	1,150	
Portuguese Wing Wah, K. C. Wan	65	
Chinese Tin Seng, Fort Bayard	100	
An Shing, Swatow	350	980
Yung Ping, Hoilow	300	
Total	2,409	4,487

ASIATIC DECK PASSENGERS

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:

Soochow (Br.), Canton	41
Tjilondan (Dut.), Amoy	128
Hellos (Nor.), Swatow	28
An Shing (Ch.), Swatow	42
Yung Ping (Ch.), Hoilow	4
Total	243

ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were:

	Arr.	Dep.
British	2	4
American	1	0
Dutch	1	0
Norwegian	1	1
Danish	0	1
Portuguese	0	3
Japanese	0	3
Chinese	3	0
Total	9	9

ARRIVALS

21ST OCTOBER.

Kaying, British steamer, 1,572 tons, Captain J. D. Fraser, from Halphong via Hoilow, buoy No. B3.—B. & S.
Aletta, Norwegian steamer, 1,572 tons, Captain W. J. Steinberch, from Balikpapan, Lal Chl Kok.—A. P. C.
President Taft, American steamer, 8,651 tons, Captain J. Griffith, from Manila, Kowloon Wharf.—Dollar S.S. Line.
Soochow, British steamer, 1,594 tons, Captain F. Gibbs, from Canton, buoy No. B15.—Butterfield and Swire.
Liangchow, British steamer, 1,220 tons, Captain W. A. Erwin, from Canton, buoy No. B21.—B. & S.
An Shing, Chinese steamer, 1,842 tons, Captain O. Backe, from Shanghai via Swatow, C. M. S. N. Wharf.—C. M. S. N. & Co.
Sandviken, Norwegian steamer, 1,775 tons, Captain A. Norvalis, from Canton, Takoo Dock.—J. M. & Co.
Hupeh, British steamer, 1,828 tons, Captain J. G. Smart, from Swatow, buoy No. B12.—Butterfield and Swire.
20TH OCTOBER.
Corneville, Norwegian steamer, 2,747 tons, Captain O. Carlsen, from Shanghai, Kowloon Dock.—Bank Line.
Solna, Norwegian steamer, 3,393 tons, Captain O. W. Hesselbarth, from Miri, North Point.—A. P. C.
Yung Ping, Chinese steamer, 985 tons, Captain J. Paulsen, from Tourane via Hoilow, buoy No. B4.—Fook Wah & Co.
Wing Wah, Portuguese steamer, 651 tons, Captain E. Place, from K. C. Wan, Salkong Wharf.—Tai Fung & Co.

SHIPS IN HARBOUR

WHARVES
Kowloon: Bremerhaven and President Taft.
China Merchants: Kung Ping.
Douglas Laprak: Hai Ning and Selstan.

DOCKS
Kowloon: Hai Lee and Silver Cypress.
Talkoo: H.M.S. Orpheus, Kwai Yang, Sapporo Maru and Hoi Fou.

BUOYS

No. A4—Tathylbus.
No. A8—Tjilondan.
No. A11—Moncalere.
No. B3—Mulinam.
No. B4—Yung Ping.
No. B5—Haydrot.
No. B6—G.G. Paul Doumer.
No. B7—Tin Seng.
No. B11—Ngow Hock.
No. B14—Anshun.
No. B15—Soochow.
No. B17—Lyemmoon.
No. B18—Kalgan.
No. B20—Tsinan.
No. B21—Liangchow.
No. B22—Mau Sang.
No. B26—Tinhow.
No. C1—Hellos.

SHIPPING MOVEMENTS

The R.M.S. "Empress of Russia" arrived at Shanghai on Sunday morning and left the same afternoon for Nagasaki where she is due this morning. She sails again in the afternoon for Kobe, leaves that port on Thursday and Yokohama on Saturday for Victoria and Vancouver, B.C.

The R.M.S. "Empress of Japan" arrived at Kobe on Sunday morning and left the same afternoon for Shanghai where she is due today. She will leave the latter port for Hong Kong and Manila tomorrow.

The Blue Funnel's steamer "Antenor" will arrive from Shanghai to-day.

The S.S. "Santhia" will leave Amoy for this port on the 23rd instant, and is due here on the 24th instant.

PASSENGERS

S.S. PRESIDENT TAFT

The following passengers arrived in the Colony yesterday from Manila by the S.S. President Taft:

Mr. Martin Alonso, Mr. Carl Brown, Mrs. Alice Brown, Mr. Ang Chun, Mr. A. Dominguez, Mr. George Fairchild, Mrs. E. Fairchild, Mr. Allison Gibbs, Mr. A. Gonzalez, Mr. M. Edalio, Mr. E. Hotelling, Mr. Ted Jackman, Mrs. Vivaleine Jackman, Miss Ivanelle Jackman, Mr. Lal Kum, Mr. Romulo Lopez, Mr. Yoshio Nakamura, Miss Janet Olson, Mr. N. Osmena, Mr. J. J. Paterson, Mr. P. Quinones, Mr. A. Rodriguez, Mr. E. Saenz, Mr. A. Santamaria, Mr. and Mrs. Ewald Selph, Mr. K. Sylvestri, Mr. Si Tuy, Mr. Julio Uris, Mr. M. Verlinden, Mr. A. Villarejo, Mr. Henry Williams.

"ALL WELL"

A cable received by local office of the Canadian Pacific Steamships states that Captain E. P. Green was reported all well approaching Victoria, British Columbia, on Friday, 18th October. Captain Green sailed from Yokohama in the "Romance" on 20th July.

CLEARANCES

21ST OCTOBER.

Kaltuna, for Whampoa.
Moncaleri, for Shanghai.
G.G. Paul Doumer, for K. C. Wan.
Hal Ching, for Canton.
Tin Seng, for K. C. Wan.
An Shing, for Canton.
Kalgan, for Swatow.
Pronto, for Swatow.
Haydrot, for Bangkok.
Hupeh, for Canton.
Mulinam, for Hoilow.
Yung Ping, for Canton.

BANK LINE (CHINA) LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD

UNITED KINGDOM & CONTINENT
S.S. "CITY OF WINDSOR" ... Havre, London, Rotterdam, Hamburg & Glasgow. ... 9th Nov.
S.S. "CITY OF WELLINGTON" ... Havre, London, Rotterdam & Hamburg. ... 9th Dec.

ANDREW WEIR & CO.

MAURITIUS & SOUTH AFRICA
S.S. "TINHOW" ... 23rd Oct.

East & South Africa... Luxurious Passenger Vessels...
M.V. "INCHANGA" ... from Calcutta 4th Nov.; ... from Colombo 10th Nov.
M.V. "INCOMATI" ... from Calcutta 4th Dec.; ... from Colombo 16th Dec.
M.V. "ISIPINGO" ... from Calcutta 4th Jan.; ... from Colombo 16th Jan.

Taking PASSENGERS and CARGO for: Bombay, Zanzibar, Feira, Lourenco Marques, Durban, East London, Port Elizabeth, Mossel Bay and Cape Town.

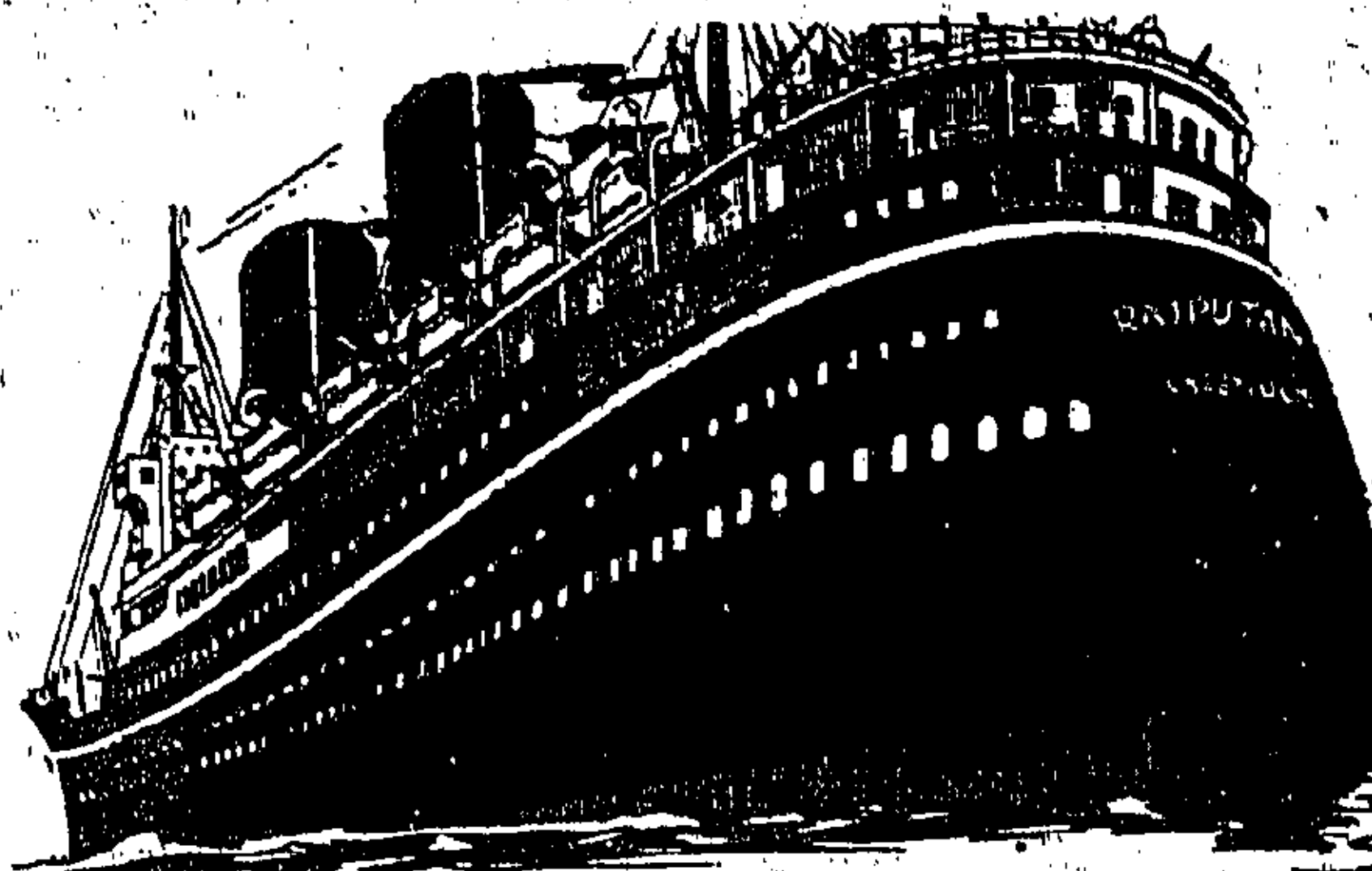
KLAVENESS LINE

(PACIFIC COAST-ASIATIC SERVICE)

HONGKONG DIRECT TO LOS ANGELES (in 21 Days)
SAN FRANCISCO, PORTLAND AND PUGET SOUND.
M.V. "SOMERVILLE" ... 25th Oct.

Leaving through Es/Landing to Gulf & Atlantic Coast with transshipment at Los Angeles by first opportunity.

ALL SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.
For Freight or Passage on any of the above lines apply to—
THE BANK LINE (CHINA), LTD.
Telephone: 27781.



P.O. BRITISH INDIA-APCAR AND EASTERN & AUSTRALIAN LINES

MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

Straits, Java, Burma, Ceylon, India, Persian Gulf, West Indies, Mauritius, East and South Africa, Queensland Ports and Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS under contract with H.M. Government

Steamship Tons From Hongkong (About) Destination

PENINSULAR & ORIENTAL SAILINGS

*CATHAY	16,000	2nd Nov.	Bombay, Marseilles & London.
*SEYFORD	8,000	6th Nov.	Straits, Colombo and Bombay.
*SOMALI	7,000	9th Nov.	Marseilles, Havre, London, Hamburg, R'dam, Antwerp & Hull.
RAWALPINDI	17,000	16th Nov.	Marseilles and London.
*CORFU	14,500	31st Nov.	Bombay, Marseilles & London.
*BANGALORE	8,000	7th Dec.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
FRANCHI	17,000	14th Dec.	Bombay, Marseilles & London.
INALDERA	18,000	28th Dec.	do
BHUTAN	8,000	4th Jan.	Mars., Havre, London, H'g., R'dam, Antwerp & Hull.
CARTHAGE	14,500	11th Jan.	Bombay, Marseilles & London.
*BBEAR	8,000	18th Jan.	Marseilles, Havre, London, Hamburg, R'dam, Antwerp & Hull.
RAJPUTANA	17,000	25th Jan.	Bombay, Marseilles & London.

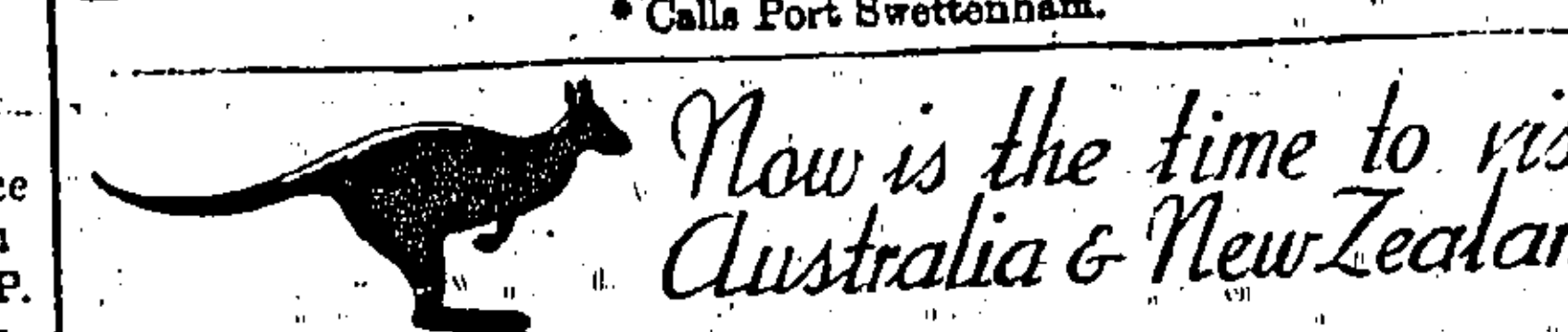
* Cargo only. + Calls Casablanca. † Calls Tangier.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piraeus, Symrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

SANTHIA	8,000	27th Oct.	Singapore, Penang, Rangoon & Calcutta
TALMA	10,000	8th Nov.	
SIRDHANA	8,000	22nd Nov.	
TAKADA	7,000	8th Dec.	
TILAWA	10,000	20th Dec.	

* Calls Port Swettenham.



Now is the time to visit Australia & New Zealand

lands of Sunshine and Romance. "Down Under" you will find a new being and even if you are not inclined towards Surfing, Fishing, Shooting or Mountaineering you will find that the Antipodes have plenty to offer you—including 25° for your pound.

On the way down your life aboard will be as you wish, quiet or hectic for the K. & A. will humour your every whim.

And by the way, there is no additional charge for Deck Cabins and there is of course a Sun Deck, swimming pool, an Orchestra and a fine Laundry.

A Surgeon and Stewardess are at your disposal and last but not least—we had almost forgotten—the cuisine will set you listening eagerly for the Gongs.

Regular monthly sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—19 days.
Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of Steamers to London via Suez.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

EASTERN & AUSTRALIAN SAILINGS

NELLORE	7,000	2nd Nov.	Manila, Babel, Brisbane, Sydney, Melbourne & Hobart
TANDA	7,000	30th Nov.	
NANKIN	7,000	3rd Dec.	

SAILINGS TO SHANGHAI & JAPAN

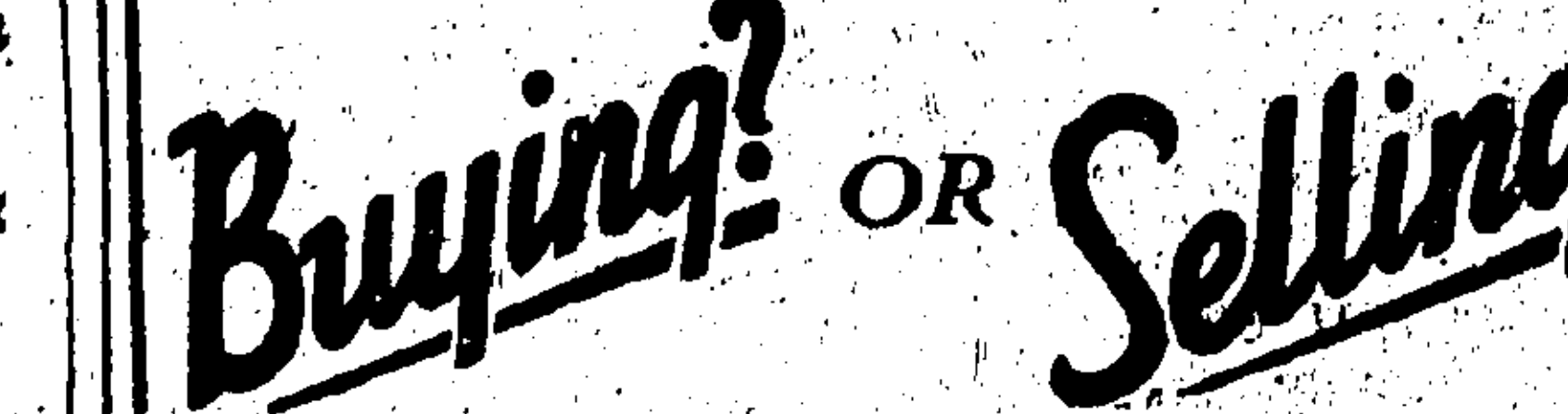
*BANGALORE	6,000	21st Oct.	Shanghai, Kobe & Yokohama.
SIRDHANA	8,000	3rd Oct.	
CORFU	14,500	31st Nov.	
TANDA	7,000	3rd Dec.	
TAKADA	7,000	14th Nov.	
RANCHI	17,000	16th Nov.	Amoy, Shanghai & Japan.

* Cargo only.

ALL DATES are approximate and subject to alteration without notice.
For further information, Passage, Freight, Handbooks, etc., apply to the Agents:—

MACKINNON, MACKENZIE & CO

P.O. BUILDING, CONNAUGHT ROAD CENTRAL, HONGKONG
PHONE 27721.



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USE AND READ
HONGKONG DAILY PRESS
"WANT" ADVERTISEMENTS

HONG KONG TIDE TABLE

From October 21 to 28, 1935.

Day of Week	Month	Day	High Water	Low Water
Tues	Oct	22	10 18	15 15
Wed	Oct	23	10 25	15 08
Thur	Oct	24	10 32	14 51
Fri	Oct	25	10 39	14 34
Sat	Oct	26	10 46	14 17
Sun	Oct	27	10 53	14 00
Mon	Oct	28	11 00	13 43

HONGKONG METEOROLOGICAL REGISTER

Hong Kong Observatory, Oct. 21.

Previous Day	On Date	On Date
at 4 p.m.	at 10 a.m.	at 4 p.m.
Barometer... 29.89	30.00	29.92
Temperature... 80	79	78
Humidity... 70	81	77
Wind... E	E	ESE
Force... 3	4	3
Direction... 0	0	0
Weather... 0	0	0
Rain... 0	0	0

Highest open-air Temperature, 81.83
Lowest open-air Temperature, 71.73
B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Partly; S=Showers; J=Squ. ls; R=Rain; T=Thunder.

HONG KONG AND SHANGHAI BANKING CORPORATION

Authorized Capital \$50,000,000

Issued & Fully Paid-up \$20,000,000
Reserve Funds:—
Sterling \$2,500,000
Silver \$10,000,000
Reserve Liability of Proprietors \$20,000,000
HEAD OFFICE: HONG KONG.
Board of Directors:
S. H. DOUGLASS, Esq., Chairman.
C. C. KNIGHT, Esq., Deputy Chairman.
Hon. Mr. W. H. Bell, A. H. Compton, Esq., M. T. Johnson, Esq., G. Miskin, Esq., Hon. Mr. J. J. Paterson, T. E. Pearce, Esq., J. A. Plummer, Esq., A. L. Shields, Esq., V. M. GRAYBURN, Esq., Chief Manager.

BRANCHES:—
Amoy, Peiping, Bangkok, Ipoh, Penang, Batavia, Johore, Singapore, Calcutta, Kobe, Saigon, Canton, Kowloon, San Francisco, Kuala Lumpur, Shanghai, Colombo, London, Singapore, Dairen, Lyons, Sourabaya, Foochow, Malacca, Sungei, Haiphong, Manila, Tientsin, Hamburg, Muar, Tokyo, Hankow, (Johore) Taiching, Harbin, Mukden, Tsingtao, Hongkong, New York, Yokohama.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and Sterling on terms which will be quoted on application.
Hong Kong 2nd October, 1935.

HONG KONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
For the HONG KONG & SHANGHAI BANKING CORPORATION.
V. M. GRAYBURN, Chief Manager.
Hong Kong, 25th February, 1935.

THE MERCANTILE BANK OF INDIA, LIMITED

HEAD OFFICE: LONDON.
Authorized Capital \$23,000,000
Subscribed Capital \$1,800,000
Paid-up Capital \$1,050,000
Reserve Fund and Rest \$1,247,830

DIRECTORS:
Sir T. S. Catto, Bt., Chairman.
Sir C. A. Innes, K.C.S.I., C.B.E., Deputy Chairman.
Sir Thomas Smith, Kt., Chairman.
Sir C. C. Barrie, K.C.B.E.
P. R. Chalmers, Esq.
C. J. Hambro, Esq.
J. M. Byrie, Esq.
W. H. Shelford, Esq.

BRANCHES:—
Bombay, Calcutta, Ceylon, Hong Kong, India, Japan, Kanton, Kobe, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Siam, Soerabaya, Swatow, Tientsin, Yokohama.

HONG KONG BRANCH:
Every description of Banking and Exchange Business transacted. Travellers Cheques issued. Trustee and Executorships undertaken.
Interest allowed on Current Accounts and Fixed Deposits at Rates that may be ascertained on application.
R. KENNEDY, Manager.
Queen's Road Central, Hong Kong, 24th July, 1935.

THE YOKOHAMA SPECIE BANK LIMITED

Capital (fully paid up) Yen 100,000,000
Reserve Fund Yen 127,450,000.00
HEAD OFFICE:—YOKOHAMA

BRANCHES AND AGENCIES AT:
Alexandria, Honolulu, Hongkong, Batavia, Hankow, Rio de Janeiro, Berlin, Kobe, San Francisco, Bombay, London, Seattle, Calcutta, Los Angeles, Canton, Manila, Semarang, Dairen, Yokohama, Shanghai, Fengtien, Nagasaki, Singapore, (Mukden) Nagoya, Soerabaya, Hamburg, New York, Sydney, Hankow, Osaka, Tientsin, Harbin, Paris, Tokyo, Hong Kong, Peiping, Yankow.

Interest allowed on Current Accounts.
Deposits received for Fixed Periods at rates to be obtained on application.
G. KISHINAMI, Manager.
Hong Kong, 12th September, 1935.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.
Paid-up Capital \$3,000,000
Reserve Fund \$3,000,000
Reserve Liability of Proprietors \$3,000,000

AGENCIES AND BRANCHES:—
ALOR STAR, Ipoh, Penang, BANGKOK, KARACHI, SOERABAYA, BATAVIA, KLANG, SHANGHAI, INCHON, KORE, SINGAPORE, CALCUTTA, KUALA, SITIAWANG, CANTON, LUMPUR, SOERABAYA, CAYENNE, KUCHING, TAIPING, CHU, MADRAS, TIENTSIN, COLOMBO, MANILA, TONGKAR, DELHI, MEDAN, (Buket), HAIPHONG, NEW YORK, TSINGTAO, HAMBURG, PEIPING, YOKOHAMA, HANKOW, (Peking), ZAMBOANGA, HARBIN, PENANG, HONG KONG, KANGKON.

FOREIGN EXCHANGE and General Banking Business transacted. OVERSEAS ACCOUNTS opened and FIXED DEPOSITS received for One Year or shorter periods at rates which will be quoted on application.
A. BREARLEY, Manager.
Hong Kong January 1st, 1935.

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE (Incorporated in France). Prince's Building, Chater Road, Victoria, Hong Kong.

HEAD OFFICE: 74, Rue St. Lazare, Paris.
Capital, fully paid-up \$50,000,000
Special Working Capital \$50,000,000
Reserves \$3,514,000

BRANCHES:—
Paris, Haiphong, Marseilles, Saigon, Phnom Penh, Hanoi, Shanghai, Tientsin, Peiping, Lyon, Hong Kong.

BANKERS:
France, Banque de Paris et des Pays Bas, Société Générale, London: Midland Bank, Ltd. New York: Irving Trust Co. Banca Commerciale Italiana, San Francisco: Bank of America, National Trust and Savings Association.
Every description of Banking and Exchange Business transacted. Correspondents throughout the World.
H. JUSSELAND, Manager.
Hong Kong, 30th January 1935.

THE BANK OF CHINA

Reorganized under special charter of the National Government as an INTERNATIONAL EXCHANGE BANK.
Paid-up Capital \$40,000,000.
HEAD OFFICE:—SHANGHAI.

Branches, Sub-branches and Agencies all over China.
HONG KONG OFFICE: 4, Queen's Road Central.
Canton — Koo Yee Street.
Swatow — Yee Kam Fong.
Kongmoon — Sun See Road.
Kingschow — Tak Sing Shau.

Offices in London and Osaka. Correspondents in all commercial centres of the World.
We transact general banking business and extend to our clients special facilities for domestic and foreign exchange.

BANK OF EAST ASIA, LIMITED.
Authorized Capital \$10,000,000.00
Paid-up Capital \$5,598,800.00
Reserve and Undivided Profits \$2,480,000.00
HEAD OFFICE:—HONG KONG
No. 10, Des Vaux Road, Central.

Board of Directors:—
Sir Shouson Chow, Chairman.
Li Koon Chun, Esq., Li Lan Sang, Esq., P. K. Kwok, Esq., Wong Chiu Son, Esq., Wong Yun Tong, Esq., Kan Ying Po, Esq., Chan Ching Shek, Esq.

Kan Tong Po, Esq., Chief Manager.
Li Tse Fong, Esq., Manager.
Branches and Agencies:—
Amoy, Canton, Hong Kong, Kowloon, London, Shanghai, Swatow, Tientsin, Yokohama, etc.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.
Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local and Foreign Currencies on terms which will be quoted on application.
Safe Deposit Boxes To Let.
KAN TONG PO, Chief Manager.

THE AMERICAN EXPRESS COMPANY, INC.

65, BROADWAY, NEW YORK.

Capital U.S.\$50,000,000.00
Surplus U.S.\$3,183,633.06
Reserves U.S.\$ 370,731.06

BRANCHES:—
Amsterdam, Glasgow, Munich, Antwerp, The Hague, Naples, Assuan, Hamburg, Nice, Athens, Havana, Palermo, Basle, Havre, Paris, Berlin, Heidelberg, Peiping, Bombay, Intertaken, Piraeus, Bremen, Jerusalem, Rome, Brussels, Liverpool, Rotterdam, Cairo, London, Shanghai, Calcutta, Lyons, Singapore, Ceylon, Madras, Southamptn, Colombo, Luxor, Taormina, Copenhagen, Manila, Tientsin, Dublin, Marseilles, Venice, Edinburgh, Milan, Vienna, Florence, Monte, Yokohama, Geneva, Zurich.

Branches of AMERICAN EXPRESS COMPANY in Principal Cities of United States of America and Canada.
All classes of Commercial Banking Transactions undertaken. Personal investment accounts handled.
The Company offers to intending travellers the use of its "Travelers Cheques" and Letters of Credit and, in addition, the world wide services of its thoroughly equipped Travel Department.
E. W. DUGGAN, Manager.

THE CHASE BANK
6, QUEEN'S ROAD CENTRAL.
HEAD OFFICE: 13, PINE STREET, NEW YORK.

An American Bank offering complete Foreign Banking Service in the principal Markets of the world.
Interest Rates on Application.
This Bank is entirely owned by THE CHASE NATIONAL BANK, NEW YORK, with Resources over U.S. \$2,027,000,000.
D. M. BIGGAR, Manager.

AGENCIES.
The London Office of the HONG KONG DAILY PRESS, 53, Fleet Street, E.C.4, is constantly receiving Enquiries from Home Manufacturers regarding Suitable Firms to act as Agents for their products in Hong Kong and South China.

If local Companies desirous of taking up further Agencies will let us know the Lines in which they are interested the information will be forwarded to London and passed on to interested parties as opportunity offers.
This Service is offered to our Readers without charge and, of course, no obligation is incurred on either side.
The Required Information should be sent to the
HONG KONG DAILY PRESS, Ltd.
11, ICE HOUSE STREET, Hong Kong.

JOB PRINTING.

The HONGKONG DAILY PRESS, LTD. wish to inform the
CANTON COMMUNITY that they have recently re-opened their
JOB PRINTING DEPARTMENT.
This Department specializes in all the necessary branches including the compiling and proof-reading of monthly and quarterly publications.
Considerable work is being done for the HONG KONG & SHANGHAI BANKING CORPORATION and other Banks, which includes letterheads, printing, ledger work, special forms, etc., etc.

KORHLER & CO.
12, B.C. SHAMEN, Agents.

MAILS FOREIGN

CHRISTMAS & NEW YEAR PARCEL MAILS FOR GREAT BRITAIN

Christmas & New Year Parcel Mails for Great Britain will be closed in the General Post Office as follows:

Steamer	Date of Closing	Date due at London
Somali	5 p.m., 28th November	15th December
Rawalpindi	5 p.m., 15th November	15th December

IMPERIAL AIRWAYS VIA SINGAPORE
Bandoeng-Amsterdam via Singapore
Saigon-Marseilles via Saigon
Singapore-Australia

Correspondence will be accepted for transmission by these services. Rates and all particulars are shown in the schedules exhibited at the Post Office. All letters etc. must be marked "By Air Mail" and be handed in at a Post Office.

Letters and Postcards for Europe and South America are forwarded "via Siberia" if so superscribed.

INWARD MAILS

FROM	PER	DUE
TRAITS and A.T. Mail ex Imperial Airways Service (London, 24th Oct.) and Air Mail ex Amsterdam-Bandoeng Service—Amsterdam, 28th October	Protestants	22nd Oct.
SHANGHAI	Interior	22nd Oct.
SHANGHAI and Kowloon via HONGKONG (London, 30th September)	Interior	22nd Oct.
JAPAN	Marseilles Joffre	22nd Oct.
SAIGON	Montevideo Maru	22nd Oct.
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 4th October)	Terakura Maru	22nd Oct.
ASOT	Proper	24th Oct.
MANILA	Free Hoover	24th Oct.
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 27th September)	Santha	24th Oct.
CANADA, U.S.A., HONOLULU, JAPAN and SHANGHAI (Vancouver B.C., 6th Oct.)	Santha	24th Oct.
JAPAN and SHANGHAI	Emp. of Japan	25th Oct.
JAPAN and SHANGHAI	Susa Maru	25th Oct.
JAPAN and SHANGHAI	Kamo Maru	25th Oct.
JAPAN and SHANGHAI	Asama Maru	25th Oct.
SAIGON	Typhoon	25th Oct.
SAIGON and EUROPE via SUKZ (Letters and Papers) London, 28th Sept.	Genoa Maru	27th Oct.
SAIGON and LONDON (Letters and Papers) London, 28th Sept.	Mogebu Maru	27th Oct.
SAIGON	Interior	28th Oct.
SAIGON	Anyo Maru	28th Oct.
SAIGON	Tokyo via Maru	28th Oct.
SAIGON	achilles	29th Oct.
SAIGON	Hungate	29th Oct.
SAIGON	Sirama	29th Oct.
SAIGON	zongara	29th Oct.
SAIGON	Barents	29th Oct.
SAIGON	Typhoon	30th Oct.
SAIGON	Corfu	31st Oct.
SAIGON	Nellors	31st Oct.
SAIGON	Sumaru	31st Oct.

OUTWARD MAILS

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m., registered and parcel mails are closed at 5 p.m. on the previous day.

FOR	PER	DATE AND TIME
Letters for "Saigon—Marseilles Air Mail Service"—due Marseilles, 4th November.	Marseilles Joffre	Tuesday 22nd, K.P.O. Let. 2nd, 9.00 A.M. G.P.O. Reg. 2nd, 9.00 A.M. Kowloon P.O. Reg. 2nd, 10.00 A.M. Letters 10.00 A.M. G.P.O. Reg. 9.45 A.M. Letters 10.30 A.M.
Saigon, Ceylon, India, Mauritius, East and South Africa, Egypt and EUROPE via Marseilles—due Marseilles, 20th November	Marseilles Joffre	Tuesday 22nd, 9.30 A.M. 9.30 A.M. 1.00 P.M. 1.00 P.M. 1.30 P.M. 2.00 P.M. 2.00 P.M. 2.30 P.M. 3.00 P.M. 3.30 P.M. 4.00 P.M. 5.00 P.M.
Swatow, Amoy, Hong Kong, Siam, Ceylon, India, Mauritius, East and South Africa	Typhoon	Wednesday 23rd, 8.30 A.M. 8.30 A.M. 1.00 P.M. 1.00 P.M. 1.30 P.M. 2.00 P.M. 2.00 P.M. 2.30 P.M. 3.00 P.M. 3.30 P.M. 4.00 P.M. 5.00 P.M.
Swatow, Amoy, Hong Kong, Siam, Ceylon, India, Mauritius, East and South Africa	Typhoon	Wednesday 23rd, 8.30 A.M. 8.30 A.M. 1.00 P.M. 1.00 P.M. 1.30 P.M. 2.00 P.M. 2.00 P.M. 2.30 P.M. 3.00 P.M. 3.30 P.M. 4.00 P.M. 5.00 P.M.
Swatow, Amoy, Hong Kong, Siam, Ceylon, India, Mauritius, East and South Africa	Typhoon	Wednesday 23rd, 8.30 A.M. 8.30 A.M. 1.00 P.M. 1.00 P.M. 1.30 P.M. 2.00 P.M. 2.00 P.M. 2.30 P.M. 3.00 P.M. 3.30 P.M. 4.00 P.M. 5.00 P.M.
Swatow, Amoy, Hong Kong, Siam, Ceylon, India, Mauritius, East and South Africa	Typhoon	Wednesday 23rd, 8.30 A.M. 8.30 A.M. 1.00 P.M. 1.00 P.M. 1.30 P.M. 2.00 P.M. 2.00 P.M. 2.30 P.M. 3.00 P.M. 3.30 P.M. 4.00 P.M. 5.00 P.M.
Swatow, Amoy, Hong Kong, Siam, Ceylon, India, Mauritius, East and South Africa	Typhoon	Wednesday 23rd, 8.30 A.M. 8.30 A.M. 1.00 P.M. 1.00 P.M. 1.30 P.M. 2.00 P.M. 2.00 P.M. 2.30 P.M. 3.00 P.M. 3.30 P.M. 4.00 P.M. 5.00 P.M.
Swatow, Amoy, Hong Kong, Siam, Ceylon, India, Mauritius, East and South Africa	Typhoon	Wednesday 23rd, 8.30 A.M. 8.30 A.M. 1.00 P.M. 1.00 P.M. 1.30 P.M. 2.00 P.M. 2.00 P.M. 2.30 P.M. 3.00 P.M. 3.30 P.M. 4.00 P.M. 5.00 P.M.
Swatow, Amoy, Hong Kong, Siam, Ceylon, India, Mauritius, East and South Africa	Typhoon	Wednesday 23rd, 8.30 A.M. 8.30 A.M. 1.00 P.M. 1.00 P.M. 1.30 P.M. 2.00 P.M. 2.00 P.M. 2.30 P.M. 3.00 P.M. 3.30 P.M. 4.00 P.M. 5.00 P.M.
Swatow, Amoy, Hong Kong, Siam, Ceylon, India, Mauritius, East and South Africa	Typhoon	Wednesday 23rd, 8.30 A.M. 8.30 A.M. 1.00 P.M. 1.00 P.M. 1.30 P.M. 2.00 P.M. 2.00 P.M. 2.30 P.M. 3.00 P.M. 3.30 P.M. 4.00 P.M. 5.00 P.M.
Swatow, Amoy, Hong Kong, Siam, Ceylon, India, Mauritius, East and South Africa	Typhoon	Wednesday 23rd, 8.30 A.M. 8.30 A.M. 1.00 P.M. 1.00 P.M. 1.30 P.M. 2.00 P.M. 2.00 P.M. 2.30 P.M. 3.00 P.M. 3.30 P.M. 4.00 P.M. 5.00 P.M.
Swatow, Amoy, Hong Kong, Siam, Ceylon, India, Mauritius, East and South Africa	Typhoon	Wednesday 23rd, 8.30 A.M. 8.30 A.M. 1.00 P.M. 1.00 P.M. 1.30 P.M. 2.00 P.M. 2.00 P.M. 2.30 P.M. 3.00 P.M. 3.30 P.M. 4.00 P.M. 5.00 P.M.
Swatow, Amoy, Hong Kong, Siam, Ceylon, India, Mauritius, East and South Africa	Typhoon	Wednesday 23rd, 8.30 A.M. 8.30 A.M. 1.00 P.M. 1.00 P.M. 1.30 P.M. 2.00 P.M. 2.00 P.M. 2.30 P.M. 3.00 P.M. 3.30 P.M. 4.00 P.M. 5.00 P.M.
Swatow, Amoy, Hong Kong, Siam, Ceylon, India, Mauritius, East and South Africa	Typhoon	Wednesday 23rd, 8.30 A.M. 8.30 A.M. 1.00 P.M. 1.00 P.M. 1.30 P.M. 2.00 P.M. 2.00 P.M. 2.30 P.M. 3.00 P.M. 3.30 P.M. 4.00 P.M. 5.00 P.M.
Swatow, Amoy, Hong Kong, Siam, Ceylon, India, Mauritius, East and South Africa	Typhoon	Wednesday 23rd, 8.30 A.M. 8.30 A.M. 1.00 P.M. 1.00 P.M. 1.30 P.M. 2.00 P.M. 2.00 P.M. 2.30 P.M. 3.00 P.M. 3.30 P.M. 4.00 P.M. 5.00 P.M.
Swatow, Amoy, Hong Kong, Siam, Ceylon, India, Mauritius, East and South Africa	Typhoon	Wednesday 23rd, 8.30 A.M. 8.30 A.M. 1.00 P.M. 1.00 P.M. 1.30 P.M. 2.00 P.M. 2.00 P.M. 2.30 P.M. 3.00 P.M. 3.30 P.M. 4.00 P.M. 5.00 P.M.
Swatow, Amoy, Hong Kong, Siam, Ceylon, India, Mauritius, East and South Africa	Typhoon	Wednesday 23rd, 8.30 A.M. 8.30 A.M. 1.00 P.M. 1.00 P.M. 1.30 P.M. 2.00 P.M. 2.00 P.M. 2.30 P.M. 3.00 P.M. 3.30 P.M. 4.00 P.M. 5.00 P.M.
Swatow, Amoy, Hong Kong, Siam, Ceylon, India, Mauritius, East and South Africa	Typhoon	Wednesday 23rd, 8.30 A.M. 8.30 A.M. 1.00 P.M. 1.00 P.M. 1.30 P.M. 2.00 P.M. 2.00 P.M. 2.30 P.M. 3.00 P.M. 3.30 P.M. 4.00 P.M. 5.00 P.M.
Swatow, Amoy, Hong Kong, Siam, Ceylon, India, Mauritius, East and South Africa	Typhoon	Wednesday 23rd, 8.30 A.M. 8.30 A.M. 1.00 P.M. 1.00 P.M. 1.30 P.M. 2.00 P.M. 2.00 P.M. 2.30 P.M. 3.00 P.M. 3.30 P.M. 4.00 P.M. 5.00 P.M.
Swatow, Amoy, Hong Kong, Siam, Ceylon, India, Mauritius, East and South Africa	Typhoon	Wednesday 23rd, 8.30 A.M. 8.30 A.M. 1.00 P.M. 1.00 P.M. 1.30 P.M. 2.00 P.M. 2.00 P.M. 2.30 P.M. 3.00 P.M. 3.30 P.M. 4.00 P.M. 5.00 P.M.
Swatow, Amoy, Hong Kong, Siam, Ceylon, India, Mauritius, East and South Africa	Typhoon	Wednesday 23rd, 8.30 A.M. 8.30 A.M. 1.00 P.M. 1.00 P.M. 1.30 P.M. 2.00 P.M. 2.00 P.M. 2.30 P.M. 3.00 P.M. 3.30 P.M. 4.00 P.M. 5.00 P.M.
Swatow, Amoy, Hong Kong, Siam, Ceylon, India, Mauritius, East and South Africa	Typhoon	Wednesday 23rd, 8.30 A.M. 8.30 A.M. 1.00 P.M. 1.00 P.M. 1.30 P.M. 2.00 P.M. 2.00 P.M. 2.30 P.M. 3.00 P.M. 3.30 P.M. 4.00 P.M. 5.00 P.M.
Swatow, Amoy, Hong Kong, Siam, Ceylon, India, Mauritius, East and South Africa	Typhoon	Wednesday 23rd, 8.30 A.M. 8.30 A.M. 1.00 P.M. 1.00 P.M. 1.30 P.M. 2.00 P.M. 2.00 P.M. 2.30 P.M. 3.00 P.M. 3.30 P.M. 4.00 P.M. 5.00 P.M.
Swatow, Amoy, Hong Kong, Siam, Ceylon, India, Mauritius, East and South Africa	Typhoon	Wednesday 23rd, 8.30 A.M. 8.30 A.M. 1.00 P.M. 1.00 P.M. 1.30 P.M. 2.00 P.M. 2.00 P.M. 2.30 P.M. 3.00 P.M. 3.30 P.M. 4.00 P.M. 5.00 P.M.
Swatow, Amoy, Hong Kong, Siam, Ceylon, India, Mauritius, East and South Africa	Typhoon	Wednesday 23rd, 8.30 A.M. 8.30 A.M. 1.00 P.M. 1.00 P.M. 1.30 P.M. 2.00 P.M. 2.00 P.M. 2.30 P.M. 3.00 P.M. 3.30 P.M. 4.00 P.M. 5.00 P.M.
Swatow, Amoy, Hong Kong, Siam, Ceylon, India, Mauritius, East and South Africa	Typhoon	Wednesday 23rd, 8.30 A.M. 8.30 A.M. 1.00 P.M. 1.00 P.M. 1.30 P.M. 2.00 P.M. 2.00 P.M. 2.30 P.M. 3.00 P.M. 3.30 P.M. 4.00 P.M. 5.00 P.M.
Swatow, Amoy, Hong Kong, Siam, Ceylon, India, Mauritius, East and South Africa	Typhoon	Wednesday 23rd, 8.30 A.M. 8.30 A.M. 1.00 P.M. 1.00 P.M. 1.30 P.M. 2.00 P.M. 2.00 P.M. 2.30 P.M. 3.00 P.M. 3.30 P.M. 4.00 P.M. 5.00 P.M.
Swatow, Amoy, Hong Kong, Siam, Ceylon, India, Mauritius, East and South Africa	Typhoon	Wednesday 23rd, 8.30 A.M. 8.30 A.M. 1.00 P.M. 1.00 P.M. 1.30 P.M. 2.00 P.M. 2.00 P.M. 2.30 P.M. 3.00 P.M. 3.30 P.M. 4.00 P.M. 5.00 P.M.
Swatow, Amoy, Hong Kong, Siam, Ceylon, India, Mauritius, East and South Africa	Typhoon	Wednesday 23rd, 8.30 A.M. 8.30 A.M. 1.00 P.M. 1.00 P.M. 1.30 P.M. 2.00 P.M. 2.00 P.M. 2.30 P.M. 3.00 P.M. 3.30 P.M. 4.00 P.M. 5.00 P.M.
Swatow, Amoy, Hong Kong, Siam, Ceylon, India, Mauritius, East and South Africa	Typhoon	Wednesday 23rd, 8.30 A.M. 8.30 A.M. 1.00 P.M. 1.00 P.M. 1.30 P.M. 2.00 P.M. 2.00 P.M. 2.30 P.M. 3.00 P.M. 3.30 P.M. 4.00 P.M. 5.00 P.M.
Swatow, Amoy, Hong Kong, Siam, Ceylon, India, Mauritius, East and South Africa	Typhoon	Wednesday 23rd, 8.30 A.M. 8.30 A.M. 1.00 P.M. 1.00 P.M. 1.30 P.M. 2.00 P.M. 2.00 P.M. 2.30 P.M. 3.00 P.M. 3.30 P.M. 4.00 P.M. 5.00 P.M.
Swatow, Amoy, Hong Kong, Siam, Ceylon, India, Mauritius, East and South Africa	Typhoon	Wednesday 23rd, 8.30 A.M. 8.30 A.M. 1.00 P.M. 1.00 P.M. 1.30 P.M. 2.00 P.M. 2.00 P.M. 2.30 P.M. 3.00 P.M. 3.30 P.M. 4.00 P.M. 5.00 P.M.
Swatow, Amoy, Hong Kong, Siam, Ceylon, India, Mauritius, East and South Africa	Typhoon	Wednesday 23rd, 8.30 A.M. 8.30 A.M. 1.00 P.M. 1.00 P.M. 1.30 P.M. 2.00 P.M. 2.00 P.M. 2.30 P.M. 3.00 P.M. 3.30 P.M. 4.00 P.M. 5.00 P.M.
Swatow, Amoy, Hong Kong, Siam, Ceylon, India, Mauritius, East and South Africa	Typhoon	Wednesday 23rd, 8.30 A.M. 8.30 A.M. 1.00 P.M. 1.00 P.M. 1.30 P.M. 2.00 P.M. 2.00 P.M. 2.30 P.M. 3.00 P.M. 3.30 P.M. 4.00 P.M. 5.00 P.M.</